THE POCKET GUIDE TO THE WEST INDIES

ALGERNON ASPINALL, C.M.G.

Henry W. Taft - 1927 -

THE POCKET GUIDE TO THE WEST INDIES

To
K. A.

THE MEMORABLE BATTLE OF THE SAINTS

By his decisive victory over de Grasse on April 12, 1782, Rodney saved Jamaica from capture, and secured to England her West Indian colonies

THE POCKET GUIDE TO THE WEST INDIES

BRITISH GUIANA, BRITISH HONDURAS, THE BERMUDAS, THE SPANISH MAIN, AND THE PANAMA CANAL

BY

ALGERNON ASPINALL, C.M.G.

AUTHOR OF
"THE BRITISH WEST INDIES," "WEST INDIAN TALES OF OLD,"
"WEST INDIES AND GUIANA"

BRENTANO'S
NEW YORK
1923

First Published 1907
New and Revised Edition 1910
Reprinted 1912
New and Revised Edition 1914
New and Revised Edition 1923

PRINTED IN GREAT BRITAIN
AT THE WESSEX PRESS, TAUNTON

PREFACE

Since the last Edition of the Pocket Guide to the West Indies was published, several important political events have taken place in the Caribbean area. The most notable of these have been the opening of the Panama Canal in 1914, and the transfer of the islands of St. Thomas, St. Croix and St. John (now the Virgin Islands of the United States) from the Dannebrog to the Stars and Stripes in 1916.

Of far-reaching importance to the British colonies in the West Indies has been the visit paid to them in 1920 by His Royal Highness the Prince of Wales, who in his speeches repudiated the suggestion made in certain irresponsible quarters that our oldest group of colonies should similarly be transferred to a foreign flag.

More recently the Right Hon. Edward Wood, M.P., as Parliamentary Under-Secretary of State for the Colonies, made an official tour through the islands and British Guiana, and put forward various recommendations for their agricultural, commercial, political and social advancement, which have already served to awaken public interest in the welfare of those historic parts of the British Empire.

The Tercentenary of the first settlement of St. Kitts, the mother colony of the British West Indies, by the English in 1623, under Thomas Warner, a "Comander greate in acts of fame," should also tend to bring those islands into prominence.

These circumstances have prompted me again to rewrite the Guide, and to rearrange its subject matter in anticipation of an increasing demand for information regarding those exquisitely beautiful tropical islands which lie astride the trade routes to the Panama Canal, and those of the neighbouring countries on the Main that most appeal to tourists. The Guide is now provided with an entirely new set of maps which have been specially prepared for it by Mr. A. J. Sifton, F.R.G.S., in consultation with the compiler, who desires also to acknowledge the help which he has received from many friends, including Mr. Gilfred Knight, M.A., Assistant Secretary of the West India Committee, who is responsible for the compilation of the Index.

ALGERNON ASPINALL.

CONTENTS

CHAPTER		PAGE
I.	General Information	1
II.	More General Information	14
III.	The Bermudas	40
IV.	The Bahamas	59
V.	Barbados	71
VI.	Trinidad and Tobago	110
VII.	The Windward Islands	149
VIII.	The Leeward Islands	194
IX.	Jamaica and its Dependencies	251
X.	The French West Indies	302
XI.	The Virgin Islands of the United States	318
XII.	Porto Rico	328
XIII.	The Dutch West Indies	335
XIV.	Cuba	340
XV.	Haiti and Santo Domingo	360
XVI.	British Guiana and British Honduras	367
XVII.	The Spanish Main	396
XVIII.	The Panama Canal	409
XIX.	Some West Indian Industries	425
XX.	Concluding Remarks	438
APPENDIX		
I.	Steamship Communication	441
II.	Dollars and Sterling Table	454
	Index	455

LIST OF ILLUSTRATIONS

		PAGE
The Memorable Battle of the Saints	*Frontispiece*	
The Queen's Staircase, Nassau	*to face*	68
Codrington College, Barbados	,,	90
Sketches of the Chase Vault	,,	99
Government House, St. Ann's, Trinidad	,,	126
Laborie, St. Lucia	,,	126
The Promontory of St. George's, Grenada	,,	158
Fort Duvernette, St. Vincent	,,	158
The Historic Diamond Rock	,,	178
"H.M.S." Diamond Rock:		
Hauling Cannon up the Rock	,,	182
The North-East Face and Queen's Battery	,,	182
A Royal Greeting	,,	204
The Rodney Memorial, Spanish Town	,,	204
English Harbour, Antigua, in 1800	,,	206
Hood's Capture of the Anchorage at Basseterre from De Grasse, in 1782	,,	214
Brimstone Hill, St. Kitts	,,	220
The "Gibraltar of the West Indies"	,,	220
The Record of Nelson's Marriage	,,	228
The Entrance to Nelson's Quarters at Port Royal	,,	274
The Savane at Fort-de-France, Martinique	,,	312
In the Botanic Gardens, Georgetown	,,	380
A Street in Georgetown, British Guiana	,,	380
H.M.S. *Renown* in the Culebra Cut, Panama Canal	,,	418

LIST OF MAPS AND PLANS

MAPS

		PAGE
The West Indies	*after*	x
The Bermudas	,,	42
New Providence, The Bahamas	,,	62
Barbados	,,	72
A Topographical Description and Admeasurement of the Yland of Barbados (an old Map, 1673)	,,	76
Trinidad and Tobago	,,	112
Grenada, St. Vincent, and the Grenadines	,,	152
St. Lucia, Antigua, St. Kitts, Nevis, Dominica, and Montserrat	,,	196
Jamaica	,,	254
Martinique, Guadeloupe, Marie Galante, and Les Saintes	,,	304
The Virgin Islands	,,	320
Haiti and Santa Domingo	,,	320
Cuba and Porto Rico	,,	342
British Guiana	,,	370
The Panama Canal	*to face*	416

PLANS

		PAGE
Bridgetown, Barbados	*after*	80
Port of Spain, Trinidad	*after*	120
The Carenage, Grenada, in 1700		157
Kingston, Jamaica	*after*	260
A Plan of Port Royal before and after the Earthquakes of 1692 and 1907		273
Havana, Cuba	*after*	344
An old Plan of the Siege of Havana		347
Georgetown, British Guiana	*after*	376
A Plan of Cartagena (1740)		401

NOTES AND ADDITIONS.

p. 105, last line but six, for 1627 read 1626.

p. 121, The Trinidad War Memorial stands in a small park at the top of Frederick Street and opposite the Victoria Institute.

p. 255, The Constant Spring Hotel no longer exists.

Telegraphic Communications. New cables have been laid from Grand Turk to Barbados, and from Barbados to Trinidad and British Guiana; and wireless stations established in Barbados, Grenada, St. Lucia, St. Vincent, Antigua, Dominica and St. Kitts. This new service which affords an All Red route **via** Bermuda and Halifax is operated by the Pacific Cable Board (Queen Anne's Chambers, London, S.W.).

New Governors:

Jamaica—Sir Samuel Wilson, K.C.M.G., K.B.E., C.B.	1924
Trinidad—Sir Horace Byatt, K.C.M.G. . . .	1924
Windward Islands—Sir Frederick Seton James, K.C.M.G.	1924

New Administrators:

St. Vincent—Hon. Robert Walter, C.M.G. . .	1923
Dominica—Hon. Edward Carlyon Eliot . .	1923

Costa Rica. As many visitors to the West Indies include Costa Rica in their itinerary, the following information in addition to that given on pages 399 and 408 may be useful. Port Limon, the Atlantic sea-port of Costa Rica, Central America, is visited by the steamers of Elders & Fyffes, Ltd. (From England, Barbados, Trinidad and Jamaica); of the Royal Netherlands West India Mail (from Holland, England, Barbados, Trinidad and Venezuelan and Colombian ports); of the United Fruit Company (from the United States); and by occasional French, Spanish, Italian and German steamers.

Beyond its Parque, or Park, with its avenues of magnificent wild fig trees (*higuerones*), anchored by curious aeria roots, its market and its public institutions, **Port Limon** offers few attractions to visitors. The picturesque cay of the shore is called La Uvita, or the Grape Island.

Whilst steamers are taking on board their cargo of coffee and bananas (which are carried from the wharf to the hold by ingenious conveyors worked by motors supplied with steam from the ships' boilers) there is usually ample time to permit of visitors proceeding by train to San José, the capital of Costa Rica (103 miles) and back, a mountain excursion of rare charm and interest which should on no account be missed. The station of the Ferrocarril de Costa Rica is at the shore end of the pier, but special trains, which can be engaged by wireless at twenty-four hours' notice for parties of fifty persons or more, start from alongside the steamer. It is advisable to take food for the journey and also warm wraps.

The line which was built by an American, Minor C. Keith, between 1884 and 1900, is now leased to the Northern Railway Company and by them to the United Fruit Company who use it for transporting bananas and coffee to the coast. In 1880 only 360 bunches of bananas were exported; but after the opening of the railway the quantity increased rapidly until it reached from ten to twelve million bunches annually. Recently, however, it has declined to from seven to eight million owing to the "Panama" disease. The plantations are owned by the United Fruit Company and private individuals. The labourers are mostly West Indians, Jamaicans predominating, and their characteristic huts abound. Now, instead of bananas many flourishing young cacao plantations first strike the eye.

After passing **Zent** junction, the line crosses in succession the Matina and the Pacuare and at **La Junta** (the Junction) the Rio Reventazon. Crossing to the left bank of that brawling river, on the rocks of which cormorants may be seen watching for their prey, the railway winds its way up the mountain-side, now almost level with the river now high above it, through scenery of sublime grandeur

On entering the mountainous region one is reminded of the Highlands; but the illusion is broken when one looks more closely at the tropical vegetation and foliage. Tall Roseau, or wild, canes and balisiers abound. From giant forest trees hang festoons of Spanish moss (*Tillandsia usneoides*), from the branches queer birds' nests. Here, there and everywhere are great clearings devoted to the cultivation of bananas set out like the multitudes πρασιαὶ πρασιαί—in orderly rows.

Negroes now begin to give place to Costa Ricans, the descendants of the Spanish settlers, who gather at their doors to watch the train go by. At **Turrialba** we are 2,037 feet up, and there is a distinct nip in the air. Ten miles farther on the train ascends the narrowing canyon of the Reventazon. **Cartago** is the next stopping place of importance. Founded in 1563 by the Spaniards, this town was destroyed in 1821 and again on May 4th, 1910, by earthquake, and now consists mainly of one-storeyed houses. It is dominated by the majestic volcano of Irazu (11,000 feet) the excursion to the crater of which takes a full day. Just under three miles farther on the train stops at **El Alto** (5,000 feet), the summit of the pass where the countryside resembles the Sussex Downs rather than a tropical divide, and then descends some 1,200 feet to San José.

San José, on the Pacific slope, is a modern city of 50,000 inhabitants who are justly proud of their National Theatre which they consider rivals the Paris Opera, and their numerous parks. Built on the rectangular plan it is traversed by Calles from north to south and by Avenidas from east to west. With electric trams, light and telephones, it is in every sense a modern city though few of its houses exceed two storeys in height—a necessary precaution against earthquakes. Near the railway station is the National Park with a monument to commemorate the campaign against the filibusters from the United States under Walker, of 1856–57, and in the centre of the town the Central Park (with an immense bougainvillea) on the east side of which is the Cathedral. Other Churches of note are those of "La Soledad" and "La Merced." The

shops are numerous and are well-stocked with all the latest novelties of dress or fashion from Europe.

The local Rockefeller Institute is worth a visit by those interested in preventive medicine, and the Market should on no account be missed. Here one may see exposed for sale many interesting fruits and vegetables besides curious cutlasses in leather sheaths and quaint saddlery typical of the country.

The picturesque and gaudily painted ox carts with their creaking wheels will be noted. Fortunately they are not permitted to enter the town before 5 a.m., for otherwise they would disturb the slumbers of light sleepers. A story is told of an Englishman who manufactured and offered for sale many of these ox carts. They were painted in elaborate style and appeared perfect in every respect their wheels at first being so well made, that they never creaked or groaned in the least. But this proved their undoing. The Costa Rican preferred a wheel which bumped and groaned because it was "company" for him at night on the lonely country tracks. So the axles were altered and the wheels made to creak and groan. Then, and not till then, the carts were sold.

The Sabana or Savannah, a large open space on the outskirts of the town, between two ranges of the Cordilleras, can be reached by tram or carriage. Here there is a small lake for boating and golf links, while in one corner a coffee factory can be inspected if arrangements have not been made to visit the larger beneficio of La Gloria on the return train journey to Port Limon.

The Grand Hotel Français at San José, conducted by M. Henri Corcelle, is strongly recommended.

THE POCKET GUIDE TO THE WEST INDIES.

Chapter I.

GENERAL INFORMATION.

The West Indies: Their Position and Names: Geology: Climate: Health: Food and Beverages: Meals: Expenses: Money: Banks: Insurance Policies: Amusements and Sport: Roads and Motoring.

The West Indies consist of a chain of islands varying in size from 44,178 square miles, the area of Cuba, to small islets of only a few acres in extent, which stretch in a curve from Florida to the northern coast of South America. Beginning at the north-west with the Bahamas, they end at the south-east with Trinidad off the coast of Venezuela. They owe their name to the fact that Columbus when he first sighted them believed that he had reached India by a western route, as he had for long hoped to do. The name Antilles, which is also given to the islands, is said to be derived from Antilla, or Antiglia, a mythical land which was believed to exist in the west, and is placed on ancient charts about two hundred leagues to the westward of the Azores. Jamaica, Cuba, Haiti, and Porto Rico form the Greater Antilles, and the semicircle of smaller islands to the east the Lesser Antilles. The Spaniards used to call the Lesser Antilles, which are exposed to the prevailing north-easterly winds, the Windward Islands (*Islas de barlovento*), and the Greater Antilles, the Leeward Islands (*Islas de sotavento*), from their more sheltered position. Tourists should, however, disabuse their minds of this

classification, as it is used no longer, the terms Windward and Leeward being now applied to two entirely different groups of British islands, to which reference is made below.

Of all the West Indian islands, Cuba, an independent republic, which has as a dependency the Isle of Pines, is by far the largest. Next to Cuba in size comes the island of Haiti, the old Espagnola or Hispaniola, which comprises Haiti at the western end and Santo Domingo, both of which are also republics.

The British islands are divided into six separate groups : (1) The Bahamas ; (2) Barbados ; (3) Jamaica, with Turks and Caicos Islands, and the Cayman Islands ; (4) Trinidad and Tobago ; (5) the Windward Islands, including Grenada, St. Lucia, St. Vincent, and the Grenadines ; and (6) the Leeward Islands, comprising Antigua, with Barbuda and Redonda ; St. Kitts, Nevis and Anguilla ; Montserrat, Dominica and the Virgin Islands. The colonies of British Guiana on the mainland of South America and British Honduras in Central America are also generally considered part of the British West Indies, owing to their proximity to the islands and to the many interests which they have in common with them.

The other islands of importance beside those mentioned above are : Porto Rico, St. Thomas, Santa Cruz or St. Croix, and St. John (American) ; Guadeloupe (with its dependencies the Saintes, Marie Galante, Desirade or Deseada and St. Bartholomew), and Martinique (French) ; Curaçao and its dependencies (Dutch), and St. Martin (owned jointly by the Dutch and French).

GEOLOGY. The West Indian islands are partly volcanic and partly of coral formation. Many of the almost land-locked harbours are obviously the craters of extinct volcanoes, and there are also other signs of volcanic action.

The islands are understood to be the peaks of a submerged range of mighty mountains known to geologists as the Caribbean Andes, which at the beginning of the Tertiary Period formed a connecting link between North and South America. It is claimed that this has been proved by the discovery in Georgia and Carolina of the fossilised remains of animals which still exist in South

America, by the similarity of the tribal habits and customs of the Indians of Guiana to those of the North American Indians, and by traces found in Guadeloupe of the Megatherium, a prehistoric animal which could never have existed within the narrow limits of a comparatively small island. At this period the position of the present Isthmus of Panama was probably occupied by a group of islands, of which one at least—now represented by Ancon Hill overlooking Panama City—was of volcanic origin. It is believed that when the Isthmus of Panama was formed the land was much higher than it is at present, borings made by the Canal engineers having shown the existence of old channels of the Rio Grande and Chagres a few hundred feet below the sea level.

The subsidence which brought about the present physiographic condition of the Antilles was probably a gradual one. That the first result was the formation of a large island occupying the site of Cuba, Jamaica, Haiti, and Porto Rico has been demonstrated by soundings, and by the distribution of flora and fauna, it having been shown for example that the bird known in Jamaica as the " Green Tody " is found in all four islands but not elsewhere.

There are petroleum and manjak deposits in Barbados and Trinidad, and the latter island has also a source of wealth in its famous asphalt or Pitch Lake. Gold, diamonds and bauxite, are found in British Guiana. Many of the islands have mineral springs, and sulphur deposits abound.

CLIMATE. The climate of the West Indies taking them as a whole is quite healthy for Europeans throughout the year, and in many parts it is specially salubrious during the winter months. Climatic conditions vary according to locality, those places farther from the Equator and those more exposed to the north-east trade-winds being naturally better off than others less favourably situated in these respects. The trade-winds lie mainly between latitudes 10° and 28° N. over the western half of the Atlantic Ocean. Over the eastern half they are farther north, and the southern and northern limits touch the coast at latitudes 15° and 37° respectively. The rainy

season sets in as a rule about June, and lasts until the end of the year, with a break in about August or September, or later in British Guiana; but the days when the sun does not shine at all are very rare, and it is almost always possible to predict when the rain is coming. The nights are transcendently beautiful, the moon and stars shining with a brilliancy unknown at home. It must, however, be admitted that the Southern Cross, which does not rise high above the horizon in these latitudes, generally fails to come up to the expectations of travellers who have heard of its glories in the South, Orion being justly regarded as a far more magnificent constellation. With the exception of Trinidad, Tobago, and Grenada, the islands are subject to occasional hurricanes in August, September, and October; but, fortunately, such disturbances do not come without a warning fall in the barometer, and due notice of their probable approach is signalled from stations of the United States Weather Bureau, which are situated in the larger islands and also at Belize, British Honduras, the ominous signal being two red flags with a black centre hoisted one above the other and at night two red lights with a white light between. There is an old negro adage concerning hurricanes which runs:

June, too soon.
July, stand by!
August, come it must.
September, remember!
October, all over.

Hurricanes of such violence as to cause serious damage to buildings or loss of life are, happily, not frequent in any given place. Montserrat, for example, which suffered from a hurricane in 1899, had previously enjoyed immunity for upwards of one hundred years. Volcanic eruptions are fortunately confined to the Montagne Pelée in Martinique and the Soufrière in St. Vincent, both of which had been quiescent for very many years prior to the outburst of 1902, and are now peacefully sleeping again; and seismic movements are generally so slight as to be scarcely noticeable. During January, February, and March, the north-east trade-winds blow with great regularity, rendering

those months particularly pleasant, and, speaking generally, year in and year out, the favourable features of the West Indian climate far outnumber the bad.

HEALTH. There are well-qualified physicians in each of the West Indian islands, British Guiana and British Honduras, besides efficient Government medical services. Indeed, throughout the West Indies there is no lack of medical men; but tourists who adopt the usual precautions as to diet and mode of living should not require to have recourse to their ministrations. It used to be said that the best way to ensure good health was to keep the pores of the skin open and the mouth shut! Owing to the moisture in the air and the prevalence of the trade-winds for the greater part of the year, the heat of the sun is felt far less than it is at the same temperature in New York or London, and for this reason sunstroke is practically unknown in the West Indies; but, all the same, visitors should on no account expose themselves to the direct rays of the noonday sun. Exercise in moderation is very desirable. A thorough wetting by the rain should be guarded against, and chills at sundown avoided. Of late years, the sanitary arrangements in the West Indies have undergone substantial improvement, with the result that outbreaks of serious fever are of extremely rare occurrence, and these seldom occur in the winter months. Malaria of a mild form is met with in most of the islands in the summer—Barbados being a notable exception—but newcomers are not as a rule susceptible to it until they have resided for at least ten or twelve months in the West Indies, and tourists therefore need feel no apprehension on this score. It has been proved beyond all doubt that the mosquito is the chief source of infection in various tropical fevers, the *anopheles* being the communicating agent of malaria and the *stegomyia* that of yellow fever. It is very important, therefore, that every traveller should take precautions against being bitten by these objectionable insects and should invariably sleep under a net in places where mosquitoes exist. Rigid anti-mosquito regulations are now being enforced in all the islands of consequence and in British Guiana, British Honduras and the Panama

Canal Zone, with the result that mosquitoes are far less plentiful than they used to be. The West Indies are remarkably free from infectious diseases common in temperate climes, and also from those ailments which are commonly associated in the mind and body with an English winter. Many private houses and several hotels have swimming-baths, and in most residences there is a large bath in which it is almost possible to swim. There is generally a shower-bath also, and in British Guiana its use forms the most popular style of bathing.

FOOD AND BEVERAGES. To visitors to the West Indies fresh from temperate climes, both food and beverages present decided features of novelty. Beef and mutton find their places on the board, though, owing to the climate, they are as a rule tough, except in the larger islands in which supplies from the United States are obtainable. Chicken and guinea-fowl figure extensively on the menu, but otherwise a tropical table differs materially from one at home. This is chiefly the case with the fish and vegetables. Of the former there are the flying-fish—the dish *par excellence* of Barbados, and very good it is too—snapper, snook, mullet, and grouper, all of which are deservedly popular. The cascadura, a fresh-water fish which is eaten in Trinidad, is alleged to have properties not unlike those possessed by the fountain of Trevi at Rome. The visitor who throws a penny into the fountain is certain to return to Rome, and he who partakes of the cascadura can, it is said, never live far from Trinidad. Incidentally it may be mentioned that the same properties, *mutatis mutandis*, are claimed for labba and black creek water in British Guiana, and for pigeon peas in Montserrat. Conchs are a favourite article of diet in the Bahamas and the Turks and Caicos Islands. In the Bahamas they are so plentiful that the people born there are nicknamed "Conchs." Land crabs make delicious eating, but care should be taken to ascertain that they have been brought up in clean surroundings. In Trinidad, Grenada, and Antigua especially, the small oysters which adhere to the roots of the mangrove trees form a novelty, and should be asked for; while in British Guiana it would be rank heresy to ignore the famous

"pepper-pot." The ingredients of this savoury dish are: Pork cut into small pieces and fried until brown, a partially roasted fowl also cut up, an onion, a dozen shallots, and a few dry chillies, stirred well in a large earthenware pipkin, locally called a buck-pot. To this is added a sauce consisting of two tablespoonfuls of moist cane sugar, one and a half tablespoonfuls of salt, and a teaspoonful of cayenne pepper mixed well with hot water, with seven to ten tablespoonfuls of cassareep (the concentrated juice of the bitter cassava) added until the concoction is brown. This is boiled and allowed to simmer for one and a quarter hours, and then boiled up again next day for half an hour. On the third day the pepper-pot will be ready for table. The pot must be constantly replenished, and if heated up day after day it will last for many years, in fact, if carefully tended the older it is the better. The writer has been privileged to partake of a "pepper-pot" said to be over one hundred years old. The Lapp or Labba (*Cœlogenys paca*), a little creature resembling a glorified guinea-pig, and the Agouti (*Dasyprocta agouti*) furnish exquisite dishes in Trinidad, where crabs' backs are also a recognised luxury.

In Dominica and the French Islands the edible frog, known as the crapaud (*Leptodactylus pentadactylus*) or the slender-toed frog—so called because it is web-footed—is considered a great delicacy. It is served to unsuspecting visitors under the name of "mountain chicken." The iguana, a tree-lizard, also furnishes a palatable dish, while groo-groo worms, large maggots—as, for want of a more appropriate name, they must be called—found in the growing heart of the palm-tree, are also looked upon as a choice luxury.

Among the vegetables are yams—floury and soft to the palate—sweet potatoes, tannias, eddoes, ochros—the pods of which, cooked like asparagus, are excellent—plantains, delicious when fried, cassava, Indian corn, papaws, and pigeon peas, to mention a few only, while a capital salad is made from the heart of the lofty cabbage palm (*Oreodoxa oleracea*). The Avocado pear (*Persea gratissima*) merits a class to itself for excellence. With a squeeze of lime and some red pepper it is quite delicious. The con-

sistency and colour of its contents have earned for it the name midshipman's or subaltern's butter. It is, however, at dessert that the greatest surprises are forthcoming. Bananas, both big (*Gros Michel*) and dwarf (*Musa Cavendishii*), are known at home, but the very small fig banana, or Lady's Finger as it is called, is not often seen out of the tropics, and, while all fruit of this description has a much better flavour in its native home than in England or America, the latter kind is for taste the acme of perfection. Grape-fruit is on every well-regulated breakfast table and oranges while actually green are exquisite, the West Indian tangerine variety being infinitely better than any ever seen at home. The grafted mangoes, for which Jamaica is especially famous, are exquisitely delicate in flavour, while a sound Antigua pine-apple, the cultivation of which has, alas, almost died out, is something to dream about. It is not long before the visitor makes the acquaintance of some of the following fruits, which are among the most popular in the West Indies: Custard-, mammee-, and star-apples, citrons, Barbados cherries, golden apples, granadillas (the fruit of the passion flower), guavas, limes, mangoes, melons, pomegranates, sapodillas, shaddocks, and sour-sops.

The taste in respect to beverages in the West Indies follows very closely that prevailing at home; but a newcomer should guard against the tendency to increase the quantity consumed which inevitably results from a rising thermometer. The water in the principal towns is, as a rule, quite drinkable; but it is best to be on the safe side and to insist upon its being filtered. This is usually done by means of a "Barbados drip-stone," a large block of coral rock hollowed into a convenient shape through which the water drips into a receptacle below. Light wines or whisky and soda in moderation are perhaps the safest "drinks" in the tropics; while for abstainers, lemonade, ginger-ale, kola, and similar concoctions can always be obtained; and lime squashes will be found infinitely preferable to the more familiar lemon squash. Among other beverages peculiar to the West Indies are pimento dram and falernum, while the old-time sangaree also has its

devotees. The latter, which is very refreshing, consists of wine, water (perhaps), sugar, nutmeg, a slice of lime, and an abundance of crushed ice. It is a good rule to avoid all stimulants before the midday meal, or at any rate until the sun has crossed the yard-arm. An appetiser before dinner, which may take the form of a cocktail or a "swizzle," is recommended. The swizzle is made from gin, whisky, brandy, or vermouth, which is mixed in a jug with bitters, grated ice, and a modicum of sugar and frothed up with a swizzle-stick, the latter being the stem of a plant with convenient radiating branches, apparently provided by nature for this special purpose, which is made to revolve backwards and forwards between the palms of the hands. A recipe which it would not be easy to beat is the old and familiar :

One of sour (lime juice),
Two of sweet (syrup),
Three of strong (gin), and
Four of weak (water).

In Barbados the great appetiser is a swizzle known as "green bitters." The ingredients (which can be obtained in England from the West Indian Produce Association, 14, Creechurch Lane, London) are one wineglassful of old rum, one of white falernum, half a wineglassful of water, wormwood bitters to taste, and plenty of crushed ice. The whole is frothed up with a swizzle-stick and is consumed while still frothing.

MEALS. "Coffee" is the first meal of the day in the West Indies. This connotes a cup of the beverage from which its name is taken, or of tea or other liquid refreshment, whatever be its nature, which is served with toast and butter at the early hour of 6 A.M. Breakfast is somewhat of a movable feast. It may be put on the table at any time between 10 and 12.30, according to the locality, and it will often be found to partake more of the nature of luncheon at home. Tea follows at 4.30 or 5, and dinner at the usual time of 7.30 or 8 P.M. At first, the difference in the hour of meals in various islands is rather bewildering, but the visitor soon gets accustomed to the changed conditions.

EXPENSES. The cost of a visit to the West Indies

must, of course, depend very largely upon the tastes and the temperament of the individual. While at sea, there are, after the ticket has been paid for, no necessary expenses except for wines, etc., and the inevitable tips. Ample ready money should, however, be carried to meet such probable contingencies as the purchase of tickets in the daily sweepstake on the run of the ship, fairings at the barber's shop—which is often a miniature store, etc. To run short is very disturbing to a passenger's peace of mind. With regard to tips it is a good plan to give the cabin steward and waiter their tips in two instalments, half at the beginning of the voyage (with a promise of further largess if satisfaction is given) and half at the end. For a voyage of twelve days it is usual to give the cabin steward £1 ($4.80), the waiter at table £1 also, the bathroom steward 10*s.* ($2.40), and the boots 5*s.* ($1.20). On shore, 10 per cent. of the amount of the charge or bill will be found to be a good basis for calculating the amount of tips.

At most of the hotels and boarding houses in the West Indies, the charge for board and lodging ranges from 12*s.* 6*d.* ($3) upwards. Added to this must be the expenses of various expeditions involving the use of buggies, horses, motor-cars (in the larger places), boats, and trains; but the tourist will be on the safe side if he estimates his expenses on shore at from £1 ($4.80) to £1 10*s.* ($7.20) a day, without taking into consideration what he may spend on those delightful "curios" and souvenirs, the purchase of which for friends at home is one of the pleasures of travel.

MONEY. Visitors are recommended to carry Letters of Credit from their Bankers which will be honoured throughout the West Indies. British silver is the currency in the British West Indies; but British and American gold is negotiable. Gold doubloons—the old "Pieces of Eight" of the days of the Buccaneers—were finally withdrawn from circulation all over the British West Indies in June, 1908. Public accounts are as a rule shown in sterling; but as banking and private accounts are mainly kept in dollars and cents, and as much trading is conducted on this basis, a table for comparing the relative par values of

dollars and cents and £ *s. d.* is given at the end of the book. The notes of the local banks are very largely used, and those issued in one island can generally be cashed in others at face value. It is, however, best to change them before leaving the island of issue.

In Cuba there is no special currency, American and Spanish coinage being used. In Haiti the unit is the Gourde ; but both in that republic and in the neighbouring one of Santo Domingo American gold circulates freely. In the other islands the currency is that of the countries to which they belong. In Colombia the unit is the Peso, in Venezuela the Bolivar, and in Panama the Balboa, but in each of these countries American gold is freely accepted.

BANKS. *The Colonial Bank* (capital, £3,000,000 ; paid up, £900,000 ; reserve funds, £300,000. London, 29-30, Gracechurch Street ; New York, 3, South William Street), has branches in Antigua, Barbados, British Guiana (Berbice and Demerara), Dominica, Grenada (branch at St. George's and agents at Grenville), Jamaica (branches at Kingston and Port Antonio and agents at Falmouth, Montego Bay, Port Maria, and Savanna-la-Mar), St. Kitts, St. Lucia, St. Thomas, St. Vincent, and Trinidad (branches at Port of Spain and San Fernando). The bank issues letters of credit, drafts on demand and telegraphic transfers on the branches, receives for collection bills of exchange, and conducts general banking business connected with the West Indies. The Colonial Bank also affords banking facilities between the West Indies and Canada through its agents in the Dominion, the Bank of Montreal.

The Bank of Nova Scotia (capital authorised, $15,000,000; paid up, $9,700,000 ; reserve fund, $19,000,000. Head office, Halifax, N.S., and General Manager's office, Toronto, has ten branches in Jamaica (Kingston, Mandeville) Savanna-la-Mar, Black River, Montego Bay, St. Ann's Bay, Port Maria, Port Antonio, Spanish Town and Morant Bay), two in Havana, Cuba ; three in Porto Rico (San Juan, Fajardo, Ponce) and three in the Dominican Republic (Santo Domingo, San Pedro de Macoris, and Santiago de los Caballeros). The Bank's London branch is at 55, Old Broad Street, E.C. 2, and it has branches throughout Canada

Newfoundland and principal cities of the United States. A general banking business is done and particular attention is given to collection and letter of credit business, the issue of drafts and the transfer of money by telegraph and cable.

The Royal Bank of Canada (capital, $25,000,000; reserves, $20,000,000. Head office, Montreal, Canada; London office, Princes Street, E.C.) has branches in the Bahamas, Barbados, British Guiana, British Honduras, Jamaica, Trinidad, Tobago, Grenada, St. Lucia, Antigua, St. Kitts-Nevis, Montserrat, Dominica, Guadeloupe, Martinique, Cuba, Porto Rico, Santo Domingo, and Haiti.

The Canadian Bank of Commerce (capital, $5,000,000; reserve fund, $15,000,000; Head office, Toronto, Canada), has branches in Barbados (Bridgetown), Cuba (Havana), Jamaica (Kingston), and Trinidad (Port of Spain and San Fernando).

INSURANCE POLICIES. Intending visitors to the West Indies whose lives are insured should arrange for their policies to be made valid outside the United Kingdom, Canada or the United States, as the case may be, if these are not already world-wide.

AMUSEMENTS AND SPORT. There is no lack of amusements and sport provided for visitors to the West Indies, and the opportunities for indulging in them are dealt with under the heading "Sport" in the succeeding chapters. The favourite games are lawn-tennis, croquet, golf and cricket, and, in the islands under American influence, baseball. There are ample facilities for bathing and dancing, whilst in comparatively recent years motoring has added greatly to the pleasures of a visit to the tropics. Picnics, formerly called "maroon parties" in the West Indies, are also popular. Fishing, both in sea and river, and to a lesser extent shooting, can also be enjoyed.

For fishing the following tackle is recommended: *Sea and Estuary*. Tarpon rod; 6-inch tuna reel; 300-yard, 21-thread ocean line and spare hanks, 15-21 thread; backing, leads, including swivel leads. from 2-oz; Punjab and piano wire, a good supply, all sizes; assorted hooks, single 3-8/0; treble, larger: artificial baits assorted, chiefly 6-9-inch swallow tails, sand eels, spoons, blue and silver, all of the strongest to resist the powerful jaws of large predatory fish; strong wire cutting pliers;

strong gaff and landing net: bait can, disgorger, gag, priest, etc. If expense is a consideration, an 8 or 9-foot stout sea rod and a Nottingham winch may be substituted for the tarpon rod and tuna reel.

River. Strong split-bamboo 9-ft. rod, dry-fly action; "perfect" reel; 30 yards level line and backing, with spare hanks; gut casts, assorted; flies (eyed), chiefly wickham, coachman, sedges, 2-4. For spinning: 8ft. 6-inch casting rod; silex reel, lines and backing; hooks, traces, leads, swivels, worm tackle; assorted silver Devons, halcyons, spoons. Here again expense may be lightened by substituting any sound rods and Nottingham reels in corresponding sizes.

ROADS AND MOTORING. Generally speaking the roads in the British West Indies are good, and in countries under American control quite excellent. Motor-cars have almost completely displaced the old fashioned buggy throughout the West Indies, and in all the larger centres there are companies from which cars can be obtained on hire, repairs effected and supplies of petrol secured. There is an import duty on motor-cars which varies in the different places, but this is refunded when the cars leave. The freight on motor-cars from the United Kingdom to the West Indies is approximately at the rate of £2 10*s.* per ton weight or measure and 20 per cent. primage, and from the United States, say £4 10*s.* and 20 per cent primage for a 2 to 3 ton car. Only visitors contemplating a long stay in Barbados, Jamaica, Trinidad, Cuba or Porto Rico could, however, be advised to have their motor-cars sent out, for in British Guiana, though the roads are good, the distances are short, and in the small islands the roads are either too indifferent or too hilly for comfort. They should moreover make the fullest enquiries as to the supply of spare parts suitable for their cars. In Barbados the speed limit is fixed at twenty miles an hour in the country and eight miles in town, while in British Guiana, Jamaica, and Trinidad the driver is only compelled to drive with safety and to observe the usual police traffic regulations. In Bermuda motor-cars are entirely banned, and there are many who think this a great advantage.

Chapter II.

MORE GENERAL INFORMATION

Steamship Routes : Outfit : Passports : The Voyage : The Time : Tables of Distances : The Customs : Books : Telegraphic Communication : Postal Services : Population : Religion : Freemasonry : Language : The Laundry.

STEAMSHIP ROUTES. A list of Steamship Companies whose steamers touch at West Indian ports will be found in the Appendix I of this volume. The facilities for reaching the West Indies, whether from the United Kingdom, Europe, Canada, the United States, or South America, are good, and there are more or less frequent opportunities for getting from island to island by steamer, sloop, or schooner. Unless compelled to do so by the stress of circumstances, tourists will do well to avoid the two last-named means of communication, which are uncertain, and often involve considerable discomfort. As a general rule, the only sleeping accommodation on such vessels is in what is called a "dog hutch", a sort of elongated chicken-coop chained to the deck, and generally infested with beetles and other obnoxious insects, though it is only fair to add that there are notable exceptions. During the tourist season, which extends from the end of November to April, several companies offer an excellent series of special tours throughout the West Indies at reduced rates from England, Canada and the United States.

OUTFIT. There is no need to buy an elaborate outfit for a visit to the West Indies. The less **luggage** taken the better it is for the temper ; but, on the other hand, it is a great mistake to travel too "light." By far the most convenient form of cabin trunk is the regulation sized one (36″ long, 20″ wide and 14″ deep) fitted with hangers,

drawers, etc., which can be stowed away under the berth or used as a wardrobe standing upright. A capacious canvas sack, with a padlock fastening, into which surplus effects can be dumped at the last moment is a great convenience, and a fold-up "cabin tidy" with pouches to hold various articles of the toilet is almost indispensable.

Generally speaking the same **clothing** should be taken as would be worn during an exceptionally hot summer in England or America. Very light merino, or some similar fabric should invariably be worn next the skin, as flannel is conducive to that irritating complaint known as "prickly heat." Warm clothing should not be doffed too soon at sea, and, on no account should it be sent home, as it is essential for the homeward voyage. Ample supplies of linen and underwear should be included in the outfit; otherwise the traveller on a long voyage may run short. Bathing costumes should on no account be forgotten. Tourists will be well advised not to make themselves too conspicuous with puggarees and similar eccentricities as cabmen and boatmen naturally consider those who do so to be fair game, and deal with them accordingly. Terai hats may be taken with advantage, but other kinds of sun helmets are best purchased locally. They should, if possible, have red linings, as these mitigate the harmful effects of the actinic or chemical rays of the sun.

Men should take with them thin flannel, light-tweed, and (if they are not susceptible to chills) tussore or white linen suits. Evening dress clothes are *de rigueur* throughout the West Indies, and dining jackets and dress coats without linings are a great comfort. Canvas shirts with merino or silk underwear, and silk pyjamas are recommended and shirts made on the coat principle facilitate dressing in crowded cabins. White boots are preferable to black or brown for the day-time as they are cooler and more easily cleaned, and at night especially boots are always better than shoes which expose the ankles to the bites of mosquitoes and sandflies.

Ladies should take their usual thin summer dresses, but shun openwork blouses, which are a source of great attraction to mosquitoes, and, owing to the action of the sun, give

the wearer the appearance of being tattooed when she appears in evening dress. Dresses and parasols made of glace silk, chiffon or taffeta should also be left at home, as they suffer in the tropics. So, too, should sequin dresses, as the sequins yield to the great heat and become unpleasantly sticky. Articles of pongee or of soft washing silk are, on the other hand, recommended. A thin silk tea-gown and one or more ordinary evening dresses should form part of the outfit. Wool or silk should always be worn next the skin. Silk stockings are preferable to cotton, and two pairs of the former worn at the same time are said to be impervious to mosquitoes. Light wraps should be provided as protection against chills in the evenings and heavier ones for travel by sea. For night attire a material called India Gauze, a mixture of silk and wool, is recommended, being soft and light and affording just the necessary protection from chills, against which it is particularly necessary to guard, no bed clothing to speak of being provided. Hats should be shady and as light as possible and sun veils of brown gauze or fine chiffon should be worn. With regard to **equipment** generally, ladies are recommended to take with them a supply of cold cream, lotions, toilet soap, etc.

For the voyage smelling salts, seidlitz powders and a few cakes of sea-water soap (which lathers in salt water) will be found to be a comfort, while an aneroid barometer, a thermometer, a compass and a pair of binoculars help to wile away the tedium of life on board ship, and are generally useful. Deck chairs can nowadays be hired aboard most steamers and few travellers care to take their own out with them. Spectacles fitted with "Crookes' B" or smoked glasses to protect the eyes from the glare (especially on the coral roads), and motor-goggles should not be forgotten. A few yards of mosquito netting and a supply of safety-pins will be found useful for repairing torn mosquito nets. Citronella and bergamot oils when rubbed on the skin help to ward off mosquitoes and sand-flies while lead lotion allays irritation from insect bites. A photographic camera should certainly be included in the outfit. Owing to the remarkable rarity of the atmosphere, surprisingly good

results can be obtained with a hand camera ; but to secure the best it is desirable for those who do not develop their own negatives to send back the exposed films in tin cases sealed with sticking plaster for development at home, and to arrange for a fresh supply of films or plates to be sent out to them every fortnight. It is in this way that the most successful results are secured, though films and plates can be obtained and developed in the larger places visited. Golf clubs and tennis racquets should be taken out by those tourists who contemplate a stay of any duration. For deep-sea fishing, special tackle may be taken (*see* page 12), and also a gun for sport in those islands where it can be enjoyed.

PASSPORTS. Intending visitors to the West Indies will do well to provide themselves with passports and to have them visaed by the consular officers of all the countries whose territories they are likely to visit. Though passports are no longer required everywhere in the West Indies, the adoption of this course may save much irritation and inconvenience during the tour.

THE VOYAGE. The delights of a sea voyage have often been described, and no visitor to the Caribbean who commits his impressions to paper on his return fails to expatiate regarding the familiar scenes and amusements on ship-board, such as the daily "sweep" on the run of the ship, the parade of the crew on Sunday, the fiddles on the tables in rough weather, leading inevitably to reference to the concerts, the fancy balls, and so on, which make the fortnight between England and Barbados, the ten days between Avonmouth and Jamaica, and the shorter journeys between Canada and the United States and the West Indies pass so pleasantly for the traveller who takes Kingsley's advice, and in respect of his fellow passengers is

> To their faults a little blind ;
> And to their virtues very kind.

Two days out the cold winds begin to lose their sting, and on the third there is felt an appreciable change in the climate, which becomes sensibly milder, even if the weather is stormy.

After four days, the romantic group of islands known as the Azores is passed. These Western Islands, as they are also called, belong to Portugal, from which they are distant 800 miles, and are supposed to be the site of the ancient Atlantis. They were first sighted in the fifteenth century by Van der Berg, of Bruges, and by 1457 the whole of the islands were discovered, and the name Azores given to them from the number of goshawks (Port. *Açor*) found on them. From 1580 to 1640 they were subject to Spain. The islands must always have a peculiar interest for Englishmen as being the scene of the memorable engagement between the Spanish and British fleets on August 30th, 1591, when redoubtable deeds of valour were performed by Sir Richard Grenville and his men, whose ship the *Revenge* engaged eight great Spanish galleons for twelve hours, and was boarded three times :

And the sun went down, and the stars came out far over the summer sea,
But never a moment ceased the fight of the one and the fifty-three.
Ship after ship, the whole night long, their high-built galleons came,
Ship after ship, the whole night long, with her battle thunder and flame.

Here it was that Sir Richard, shot through the body and through the head, having been carried by the stately Spanish men to their flagship, said :

I have fought for Queen and Faith like a valiant man and true : . . .
With a joyful spirit I Sir Richard Grenville die.

The Azores consist of three distinct groups of islands, which are connected by wireless telegraphy. To the south-east are St. Michael's and Sta. Maria ; in the centre, Fayal, Pico, São Jorge, Terceira, and Graciosa, and to the north-west, Flores and Corvo. The most important trade centre is **Ponta Delgada** (the sharp point), the capital of St. Michael's, the principal island. This town, which for size ranks third amongst the cities of Portugal, has an excellent harbour and a population of 20,000.

The boat-fare to the shore is 1*s*. and steamers when they call there usually wait in port for a sufficiently long time

to enable passengers to take one of the following drives, which are recommended : (1) To Pico do Salomao or Pico do Lima, from both of which eminences there are good views. (2) To the Caldeiras da Ribeira Grande and Lombadas, a three hours' drive to a valley containing thermal springs and a small bathing establishment. Thence a good path for donkey riding winds through picturesque scenery to Lombadas. (3) To Lake Fogo, which can be reached on foot from the carriage road by those making the circular drive to Villa Franca and Ribeira Grande. Excursions are also recommended (when time permits) to Sete Cidades. Passengers drive by a pleasant route which occupies two hours to Lomba la Cruz, whence a bridle path leads in three-quarters of an hour to the summit of the Crater (donkeys can be hired). Also to Povocao, whence the ascent to Furnas can be made by carriage or donkey in about two hours.

The best hotels in Ponta Delgada are Brown's Hotel, at the back of the town, and Acoriano Hotel, near the landing-stage.

After passing the Azores, awnings are put out, and the first touch of the tropics begins to make itself felt ; cooler garments are donned, and the officers of the ship appear in white suits. Soon the **Sargasso Sea** is entered, and tourists will note, probably for the first time, the remarkable Gulf weed, which floats in a vast eddy or central pool of the Atlantic between the Gulf Stream and the equatorial current. It was on entering this sea that the crew of Columbus' ships very nearly mutinied, believing that the vessels had reached land, and were on the verge of running on the rocks, though really the ocean is here fully four miles deep. The origin of the weed is not known, but the mass was once presumably attached to rocks, though it is now propagated as it floats on the surface. In colour it is yellow, and it supports fish, crabs, cuttlefish, zoophytes, and molluscs, but owing to the pace of the ship it is not easy to get any satisfactory specimens of it on board. Whales and porpoises are now occasionally sighted, and the flying fish become a constant source of interest. With the sun glinting on their silvery wings, they look like

dragon-flies as they leap round the bows of the ship. That they actually fly cannot be denied, but their flight appears to be like that of the original "glider" aeroplane, requiring some considerable impetus to give it a start; and this is soon expended. The fish forces its way through the water, and, rising from it, is carried forward and skims the surface, gaining momentum each time it touches the waves. The size of the fish is that of a small herring; and there are always many old travellers who will tell one how they have seen them fly on board the ship, though really this can only occur on sailing ships whose gunwale is near the water—as described by Jeaffreson in 1676 (*see* page 22)—unless, perhaps, the fish with unerring aim flies gaily through the port-hole.

The first sight of the island of Barbados is, as a rule, obtained overnight, when the Ragged Point light is seen blinking on the starboard bow, and Carlisle Bay is generally reached in the early morning, as the sun rises over a scene of considerable animation. The novelty of the surroundings will never be forgotten. A string of lighters emerges from the harbour and bears down upon the steamer to land or tranship baggage. Boatmen jostle each other about the gangways, while woolly-haired diving boys of every shade of colour paddle about in rude home-made boats soliciting coins, which they retrieve from the water with remarkable skill and agility. Some of the more daring of the boys will, for a piece of silver, dive under the steamer and come up the other side.

The steamers of Elders and Fyffes, Ltd., which have succeeded those of the subsidised Imperial Direct West India Mail Service, usually proceed to Jamaica direct, reaching Kingston in from ten to eleven days, though on occasion some call at Barbados and Trinidad and some at Bermuda en route.

The voyage from Canada or the United States is naturally a much shorter one. Though one sometimes feels the heat more in New York than in the West Indies, the change of climate is as a rule far more sudden by this route than when one follows the advice of the old sea-captain and steams "south till the butter melts and then due west."

From Canada St. Kitts is reached in eight days ; and from the United States to the Bahamas is a run of three days only, and to Jamaica one of four days. The route usually followed from northern ports to Jamaica is past Watling's Island and through the Crooked Island and Windward Passages (*see* map). Steamers for the Lesser Antilles keep well out in the Atlantic. If the steamer arrives at Jamaica, as she generally does, at dawn, it well repays one to be on deck very early to see the sun rise over the glorious Blue Mountains, putting to shame the blinking light of the light-house at Plum Point.

The difference of a voyage under modern conditions from one in the old days has often been emphasised, and tourists who are lucky enough to be able to obtain copies of Monk Lewis' "Journal" or Jeaffreson's "Young Squire of the Seventeenth Century" may sit in comfort in their deck chairs as the steamer forges her way along at a speed of from fifteen to nineteen knots and read of the discomforts with which their forbears had to put up. Jeaffreson took leave of his friends at Billingsgate, was rowed down to Gravesend on February 16th, 1675-6, and went aboard the "*Jacob and Mary*, a vessell of about a hundred and fifty tunns, 14 or 16 gunns, and a square stearne." This was on Thursday, and on Sunday she anchored in the Downs, "where we went ashoar ; but the wind in two or three dayes promessing faire," she proceeded on her way, only to put in at Plymouth on the following Saturday, the 26th, "the windes being contrary," and compelling her to ride at anchor for "tenne dayes." On March 6th, "the winde comeing about to the north-east," she "again hoisted sayle and stood out to sea. . . . The tenth day it blew hard which made a verry rough and hollow sea, which raked us fore and aft, breaking sometymes over our quarter ; in which great seas, our shipp's crew concluded, that our little leakie companion" (a small vessel which had been keeping up with them), "was buried." Off the islands called "the deserts," a sail was sighted which "we doubted was a Turke" ; and "made us putt ourselves in a posture of defence, and the next morning, findeing that he had chased us all night . . . we prepared all things for a fight, and

continued in that posture all the day and night." On arriving at Madeira they were "verry neare losing our shippe, the master being unacquainted, and comeing too boldely in near the shoar, in a daingerous place." On Tuesday, the 18th, they crossed the Tropic of Cancer, and were much diverted by the flying fish, "which, though common at sea, may be a subject of wonder to such as are home-bred . . . they fly in whole shoales, but not very farre, for no sooner are theire wings dry, but they drop into theire element, the water. It is usual for them to fly into the shipps. We had one or two come on board our vessell." On Monday, May 8th, the island of Deseada was sighted, "which was a welcome sight to us, who were forced to keepe the pump goeing night and day, by reason of a dangerous leake we had sprung at sea, which we could not finde, and which increasing would have soone beene too much for us, if bad weather had kept us at sea." The vessel did not finally reach Nevis until Sunday, May 21st, and from thence Mr. Jeaffreson sailed in a "shalloope, and with my goods and servants arrived that night at St. Christopher's," more than three months after his departure from London! Nowadays the conditions are very different, and the voyage seems over all too soon.

THE TIME. For those who are making their first voyage the table of watches on board ship, which is given on the opposite page, will be useful.

At the conclusion of each half-hour of the watch the ship's bell is struck; once for the first half-hour, twice for the second, and so on, until "eight bells" is sounded. The two short dog watches were arranged to make the total number of watches seven and so obviate the two companies into which the crew is divided being on the same watch on successive nights.

The sun rises over London some four or five hours before it rises over the West Indies, and so, going west, the hands of the clock have to be put back every day, while on the eastern voyage they are put forward. The time is checked at midday from the position of the sun by means of the sextant. When the weather is too cloudy for observations the position of the ship is defined by what is called "dead

reckoning," that is to say, a calculation based on the distance traversed since the last reckoning was made. The actual difference of solar time in the West Indies compared with that in London is given below ; but since 1911 standard time has been adopted in the British West Indies. In the Lesser Antilles this is four hours, in the Bahamas and

Middle Watch.		Forenoon Watch.		1st Dog Watch.	
Midnight	8 bells.	8.0 A.M.	8 bells.	4.0 P.M.	8 bells.
12.30 A.M.	1 ,,	8.30 ,,	1 ,,	4.30 ,,	1 ,,
1.0 ,,	2 ,,	9.0 ,,	2 ,,	5.0 ,,	2 ,,
1.30 ,,	3 ,,	9.30 ,,	3 ,,	5.30 ,,	3 ,,
2.0 ,,	4 ,,	10.0 ,,	4 ,,	6.0 ,,	4 ,,
2.30 ,,	5 ,,	10.30 ,,	5 ,,		
3.0 ,,	6 ,,	11.0 ,,	6 ,,	2nd Dog Watch.	
3.30 ,,	7 ,,	11.30 ,,	7 ,,	6.30 P.M.	1 bells.
4.0 ,,	8 ,,	Noon	8 ,,	7.0 ,,	2 ,,
				7.30 ,,	3 ,,
				8.0 ,,	8 ,,
Morning Watch.		Afternoon Watch.		Evening Watch.	
4.0 A.M.	8 bells.	Noon	8 bells.	8.0 P.M.	8 bells.
4.30 ,,	1 ,,	12.30 P.M.	1 ,,	8.30 ,,	1 ,,
5.0 ,,	2 ,,	1.0 ,,	2 ,,	9.0 ,,	2 ,,
5.30 ,,	3 ,,	1.30 ,,	3 ,,	9.30 ,,	3 ,,
6.0 ,,	4 ,,	2.0 ,,	4 ,,	10.0 ,,	4 ,,
6.30 ,,	5 ,,	2.30 ,,	5 ,,	10.30 ,,	5 ,,
7.0 ,,	6 ,,	3.0 ,,	6 ,,	11.0 ,,	6 ,,
7.30 ,,	7 ,,	3.30 ,,	7 ,,	11.30 ,,	7 ,,
8.0 ,,	8 ,,	4.0 ,,	8 ,,	Midnight	8 ,,

Jamaica five hours, and in British Honduras six hours slow of Greenwich. Thus when it is noon in London it is 8 A.M. in Barbados and 7 A.M. in Jamaica.

SOLAR TIME IN THE WEST INDIES.

Barbados .	3 hrs.	58 min.	29 sec.	earlier	than	Greenwich.
Demerara .	3 ,,	54 ,,	—	,,	,,	,,
Jamaica .	5 ,,	6 ,,	—	,,	,,	,,
St. Thomas	4 ,,	19 ,,	43	,,	,,	,,
Trinidad .	4 ,,	6 ,,	—	,,	,,	,,

The difference of time as compared with that of New York may be gauged from the fact that the time in New

York is 4 hrs. 56 min. and 2 secs. earlier than that of London.

TABLES OF DISTANCES. In the following tables the distances in miles on several of the principal steamer routes are given.

SOUTHAMPTON—WEST INDIES—NEW YORK.

Southampton									
84	Cherbourg								
3713	3629	Barbados							
3916	3832	203	Trinidad						
4781	4697	1068	865	Puerto Colombia					
4863	4779	1150	947	82	Cartagena				
5144	5060	1431	1228	363	281	Colon			
5704	5620	1991	1788	923	841	560	Jamaica		
6049	5965	2336	2133	1268	1186	905	345	Cuba	
7279	7195	3566	3363	2498	2416	2135	1575	1230	New York

NEW YORK—WEST INDIES.

New York			
1435	St. Thomas		
1470	35	St. Croix	
1620	150	119	St. Kitts

For distances beyond St. Kitts *see* Intercolonial Route.

INTERCOLONIAL ROUTE.

Trinidad							
96	Grenada						
173	77	St. Vincent					
233	137	60	St. Lucia				
316	220	143	83	Dominica			
425	329	252	191	109	Montserrat		
462	366	289	229	146	37	Antigua	
511	415	338	278	195	86	49	Nevis
522	426	349	289	206	97	60	11	St. Kitts

CANADIAN ROUTES.

St. John, N.B.			
283	Halifax, N.S.		
1043	760	Bermuda	
1968	1685	925	St. Kitts

Halifax, N.S.			
1351	Bahamas		
2247	896	Jamaica	
2912	1561	665	B. Honduras

For distances beyond St. Kitts see Intercolonial Route.

AMERICA, BAHAMAS AND PORTO RICO.

New York
| 967 | Bahamas
1380 | Porto Rico

Miami
| 187 | Bahamas

TRINIDAD, LA GUAIRA.

Trinidad
105 | Carupano
145 | 40 | Pampatar
351 | 246 | 206 | La Guaira

DEMERARA, BERMUDA.

Trinidad
| 360 | Demerara
New York
| 700 | Bermuda

CUSTOMS. Personal baggage is exempt from duty in the West Indies, and the customs officials in British Guiana, British Honduras, and all the islands, whatever their nationality may be, are courteous and considerate. There is unfortunately a remarkable absence of uniformity about the customs' duties, each island having its own tariff, which includes specific duties on certain articles, and a general *ad valorem* duty—that is to say, a duty of a certain fixed sum per £100 value—with an extensive free list. The British West Indies give a preference in the duties of a varying amount (Barbados, British Guiana and Trinidad 50 per cent, British Honduras, the Windward Islands and the Leeward Islands 33⅓ per cent., Jamaica and to Bahamas 25 per cent.) on articles imported from within the Empire. There is, however, no need to give the tariffs, as genuine tourists are not troubled by the customs authorities, and the regulations are by no means so strict as they are at the most lax Custom House on the Continent. Such articles as tobacco, in any quantity, and also spirits in bulk are dutiable.

BOOKS ON THE WEST INDIES. It adds immensely to the pleasures of travel to know the history of the places visited. The more it is studied beforehand, the more fascinating and enjoyable does the tour become. Many books have been written about the West Indies; but most of the older works are now, unfortunately, out of print. They can, however, generally be seen at the West India Committee Rooms, the Royal Colonial Institute, or the British Museum. The following list includes the volumes

which should prove most useful and interesting to those contemplating a visit to the West Indies.

GENERAL.

"Nouveau Voyage aux Iles de l'Amerique."* By Père Labat, 1722.

"The History, Civil and Commercial, of the British Colonies in the West Indies."* By Bryan Edwards, 1793.

"Chronological History of the West Indies."* 3 vols. By Capt. Thomas Southey, 1827.

"A History of the Life and Voyages of Christopher Columbus."* By Washington Irving. London: Cassell and Company, Ltd., 1828.

"The West Indies and the Spanish Main."* By Anthony Trollope. London: Chapman and Hall, 1859.

"The Cruise of H.M.S. *Bacchante*, 1879–1882." By Prince Albert Victor and Prince George of Wales. London: Macmillan and Co., 1886.

"The English in the West Indies, or the Bow of Ulysses."* By J. A. Froude. London: Longmans, Green and Co., 1888.

"History of the Buccaneers of America." By J. Esquemeling, 1684. London: Sonnenschein, 1893.

"Down the Islands."* By W. A. Paton. London: Kegan Paul, Trench and Co., 1888.

"The West Indies."* By C. W. Eves. London: Sampson Low and Co., Ltd., 1889 (4th edition, 1897).

"A Historical Geography of the British Colonies. Vol. II. The West Indies." By C. P. Lucas. Oxford: Clarendon Press, 1890 (2nd ed., revised by C. Atchley, I.S.O., 1905).

"In Sugar-Cane Land."* By Eden Phillpotts. London: McClure and Co., 1893.

"The Cradle of the Deep." By Sir Frederick Treves, G.C.V.O. London: Smith, Elder, 1908.

"The British West Indies. Their History, Resources and Progress." By Algernon Aspinall. London: Sir Isaac Pitman and Sons, 1912.

"West Indian Tales of Old." By Algernon Aspinall. London: Duckworth and Co., 1912.

"West Indies and Guiana." Six lectures written for the Visual Instruction Committee of the Colonial Office. By Algernon Aspinall. London, 1914.

"The Colonial Office List." London: Waterlow and Son, Ltd.

"Report by the Hon. E. F. L. Wood, M.P. (Parliamentary Under-Secretary of State for the Colonies), on his visit to the West Indies and British Guiana, 1921–22" [Cmd. 1679] H.M. Stationery Office.

BAHAMAS.

"Sketches of Summerland." By G. J. H. Northcroft, 1912.

"The Land of the Pink Pearl." By L. D. Powles, 1888.

* Out of print, but can be seen at various libraries.

Barbados.

"History of Barbados."* By Sir Robert H. Schomburgk. London: 1848.

"An Account of a West Indian Sanatorium."* By Geo. J. H. Sutton Moxly. London: Sampson Low, Marston and Co., 1886.

"Cavaliers and Roundheads in Barbados."* By N. Darnell Davis. Georgetown, British Guiana, 1887.

"Annals of Codrington College." By T. H. Bindley, D.D London: The West India Committee, 1910.

"The Barbados Handbook." By E. Goulburn Sinckler. Published by order of the Legislature. London: Duckworth and Co., 1914.

Bermuda.

"The Historye of the Bermudaes or Summer Islands."* Hakluyt Series, 1882.

"All About Bermuda." By John J. Bushell. Bermuda: *The Colonist* Building, 1911.

British Guiana.

"Among the Indians of Guiana."* By E. F. im Thurn. London: Kegan Paul, Trench and Co., 1883.

"Twenty-five Years in British Guiana."* By Henry Kirke London: Sampson Low, Marston and Co., 1898.

"History of British Guiana." By James Rodway, F.L.S. Georgetown, Demerara, 3 vols., 1894.

"In the Guiana Forest." By James Rodway, F.L.S. London: T. Fisher Unwin, 1894; second edition, 1911.

"Handbook of British Guiana." By George D. Bayley. London: Dulau and Co., 1909.

"The British Guiana Handbook." By Alleyne Leechman. Dulau and Co., 1913.

"Guiana, British, Dutch and French." By James Rodway, F.L.S. London: T. Fisher Unwin, 1912.

British Honduras.

"The Colony of British Honduras, its resources and prospects." By D. Morris. London: Stanford, 1883.

The Cayman Islands.

"Handbook of the Cayman Islands." By George S. S. Hirst, M.B. Jamaica: *Times* Printery, 1910.

Jamaica.

"The History of Jamaica."* By Long. London, 1774.

"The Annals of Jamaica."* By G. W. Bridges. London: John Murray, 1828.

* Out of print, but can be seen at various libraries.

"Studies in Jamaica History." By Frank Cundall, F.S.A. London: Sampson Low, Marston and Co., Ltd., 1900.

"A History of Jamaica." By W. J. Gardner. New edition London: T. Fisher Unwin, 1909.

"In Jamaica and Cuba." By H. G. de Lisser. Kingston (Jamaica): The Gleaner Co., Ltd.

"The Handbook of Jamaica." London: Stanford (annual).

"Lady Nugent's Journal." Privately published 1839. New edition edited by F. Cundall. London: A. and C. Black, 1907.

"Historic Jamaica." By Frank Cundall, F.S.A. London: The West India Committee, 1915.

"Jamaica in 1922: A Handbook of Information for Intending Settlers and Visitors." By Frank Cundall, F.S.A. The Institute of Jamaica. London: H. Sotheran and Co.

TRINIDAD.

"At Last." By Charles Kingsley. London: Macmillan and Co., 1871.

"Trinidad."* By L. A. A. de Verteuil. London: Cassell and Co., 1884 (2nd edition).

"The Sea Fish of Trinidad." By Harry Vincent. Port of Spain, 1910.

"The Handbook of Trinidad and Tobago." By Lieut.-Col. J. H. Collens, V.D. Port of Spain: Government Printing Office. 1912.

"Trinidad and Tobago Year Book." By C. B. Franklin. Port of Spain: Franklin's Electric Printery (annual).

TOBAGO.

"A History of Tobago." By H. T. Woodcock, 1867.

"Handbook of Tobago: Hints to Settlers." By Lieut.-Col. J. H. Collens, V.D. Port of Spain: Government Printing Office, 1912.

GRENADA.

"The Grenada Handbook, Directory and Almanac." London: The Crown Agents for the Colonies (annual).

ST. LUCIA.

"St. Lucia."* By Henry H. Breen. London, 1844.

"Memorandum of Advice to Intending Settlers." Obtainable from the West India Committee.

ST. VINCENT.

"An Historical Account of the Island of St. Vincent."* By Charles Shephard, Esq. London: Ridgway and Sons, 1831.

"The Guide Book to St. Vincent."* By Hon. Mrs. Gideon Murray, Kingstown (St. Vincent), 1913.

* Out of print, but can be seen at various libraries.

"The St. Vincent Handbook, Directory and Almanac." Edited by Robert M. Anderson. Kingstown (St. Vincent).

ANTIGUA.

"Antigua and the Antiguans."* London: Saunders and Otley, 1844.

"History of the Island of Antigua." By V. L. Oliver. London: Mitchell and Hughes, 1894, 1896 and 1899.

DOMINICA.

"The History of the Island of Dominica."* By T. Atwood, 1791.

"Dominica, Illustrated and described."* By the Hon. H. A. Alford Nicholls, C.M.G.

"Dominica, a Fertile Island." By F. Sterns Fadelle. Obtainable at the West India Committee Rooms, London.

"Notes on Dominica." By S. Grieve. London: A. and C. Black, 1906.

"Dominica: Hints and Notes to Intending Settlers." Obtainable from the West India Committee.

ST. KITTS-NEVIS.

"A Young Squire of the Seventeenth Century."* By J. C. Jeaffreson. London: 1878.

"Natural History of Nevis."* By Rev. William Smith. 1745.

"A Handbook of St. Kitts-Nevis." By Katharine Janet Burdon. London: The West India Committee, 1920.

VIRGIN ISLANDS.

"The Virgin Islands, B.W.I." A Handbook of General Information. 1912. By D. C. Fishlock. Obtainable at the West India Committee Rooms.

CUBA.

"Cuba Past and Present." By R. Davey. London: 1898.

"The War in Cuba." By J. B. Atkins. London: 1899.

"The Rough Riders." By Theodore Roosevelt. London: 1899.

PORTO RICO.

"Porto Rico: Its Conditions and Possibilities." By W. Dinwiddie. London: 1899.

"Report on the Island of Porto Rico, its Population, etc." By H. K. Carroll. Washington.

HAITI.

"Hayti, or the Black Republic." By Spencer St. John. London, 1884. (2nd edition, 1889).

"Where Black Rules White." By Hesketh Pritchard. London: 1900.

* Out of print, but can be seen at various libraries.

GUADELOUPE AND MARTINIQUE.

"Two Years in the French West Indies." By Lafcadio Hearn. New York and London: Harper and Brothers, 1902.

"M. Pelée and the Tragedy of Martinique." By A. Heilprin. London, 1902.

"The Tower of Pelée." By Angelo Heilprin. London: J. B. Lippincott, 1904.

"Guide du Touriste aux Antilles Francaises." Paris: Emile Larose, 1913.

PANAMA.

"The Panama Canal and its Makers." By Vaughan Cornish, D.Sc. London: T. Fisher Unwin, 1909.

"Panama: the Canal, the Country, and the People." By Albert Edwards. New York: Macmillan and Co., 1911.

"Panama and What it Means." By John Foster Fraser. London: Cassell and Co., Ltd., 1913.

FICTION.

"Tom Cringle's Log." By Michael Scott.

"The Cruise of the *Midge*." By Michael Scott.

"Peter Simple." By Captain Marryat.

"Westward Ho!" By Charles Kingsley.

"The Conqueror." By Gertrude Atherton.

"The Gorgeous Isle." By Gertrude Atherton.

"Gossip of the Caribbees." By W. R. H. Trowbridge.

"The Wooings of Jezebel Pettifer." By Haldane Macfall. London: Simpkin, Marshall and Co.

"Revenge." By Herbert de Lisser. Kingston: The Gleaner Co.

TELEGRAPHIC COMMUNICATION. All the West Indian islands with the exception of Nevis, Montserrat, the Virgin Islands, the Grenadines and Tobago, have telegraphic communication with the outside world by cables and wireless, and in some cases by both. The cable companies operating in the Caribbean area are the West Indian and Panama Telegraphic Company, Ltd. (Spencer House, South Place, London), the Cuba Submarine Telegraphic Company (58, Old Broad Street, London), and the Direct West India Cable Company, Ltd. (33, Old Broad Street, London), which owns a cable between Bermuda, Turks Islands and Jamaica that works in conjunction with a cable between Halifax, N.S., and Bermuda, (Mark messages "*via* Bermuda"). The rate per word between the British West Indies and the United Kingdom is 3*s*. per word,

Canada 2*s.* per word and New York 2*s.* per word. Deferred messages are accepted at half rates. The rate for messages sent "*via* Marconi" is less. In 1922 a system of wireless telephony was installed in the Turks and Caicos Islands, and if it proves successful it will no doubt be extended throughout the West Indies. Between some of the smaller islands the heliograph is still used. This is a fact!

POSTAL SERVICES. There is frequent mail communication between the United Kingdom, Canada and the United States and the West Indies. From England, since the suspension of the contract mail service in 1915, mails have been despatched by the steamers of the Harrison Line and those of the French and Dutch lines; also *via* Canada and the United States, and to Jamaica by the vessels of Messrs. Elders and Fyffes. From Canada mails are despatched fortnightly by the steamers of the Royal Mail Steam Packet Company which leave Halifax, N.S., and St. John, N.B., fortnightly under contract with the Canadian Government.

Express Letters and C.O.D. Service. In Bermuda, the Bahamas, British Honduras, Barbados, Grenada, St. Vincent, and Trinidad, letters are accepted for express delivery in the United Kingdom, the full fee of 6*d.* being collected from the addressee; but if express delivery is required to be made from the G.P.O. or from the head district office in London at an address outside the ordinary delivery of such office, or beyond a distance of one mile from the local post office in the provinces, the charge is 6*d.* per mile. Parcels from the same places will be delivered express in the United Kingdom within the usual limits of ordinary parcel delivery for a special fee of 6*d.* prepaid. A "Cash on Delivery" or C.O.D. postal service recently established between the principal islands and the United Kingdom has proved a great convenience.

Parcel Post. Parcels can be sent by parcel post to Bermuda and the British, American, French and Dutch West Indies. The limits of size for packages for the British and American West Indies are: length, breadth and depth 3½ft., length and girth combined 6ft.; and to Cuba and the French West Indies 2ft. and 4ft. respectively. In despatching parcels to the British West Indies care should be taken to fill up accurately the Certificates of Origin in respect of goods entitled to preferential rates of Customs Duty in those colonies, The scale of charges varies from 1/6 for 3lbs., 3/- for 7lbs. and 4/3 for 11lbs. in the case of parcels for Barbados and Trinidad and Tobago, for example;

to 3/3 for 3lbs., 4/6 for 7lbs. and 5/9 for 11lbs. in the case of the Dutch West Indies.

Money Orders. Money Orders may be sent to the British, American, and Dutch West Indies, and also to Cuba, payment in the case of the American West Indies being advised through New York and paid in dollars and cents at the current rate of exchange The poundage fees range from 6*d.* for sums not exceeding £1 to 10*s.* 9*d.* for sums over £39 but not exceeding £40. The limit transmissible is £40 to the British and Dutch West Indies, and £20 to Cuba and American West Indies. Orders must be taken out a full day before the departure of the mail. When, however, application is made too late, the advice can be telegraphed for 1*s.*, with supplementary fee of 6*d.* for each order.

Postal Orders. British Postal Orders are now issued and paid in Barbados, British Guiana, British Honduras, Grenada, St. Vincent, St. Lucia, Jamaica, Tobago, Trinidad, the Leeward Islands, and Turks and Caicos Islands. The poundage varies from 1*d.* for an order for 6*d.* to 2*d.* for one for 21*s.*

POPULATION. The population of the West Indies, taking them as a whole, is of a very cosmopolitan character, including as it does Negroes, East Indians, Chinese, Corsicans, and Portuguese; besides the English, Spanish, French, Dutch, and Danish colonists and their descendants, and latterly, too, Americans. The larger islands—Cuba, Jamaica, Haiti, and Porto Rico—appear to have been inhabited at the time of their discovery by a gentle and timid race, the Arouagues or Arawaks, while the smaller islands were peopled by the Charaibes or Caribs, who arrived from unknown parts in fleets of canoes. The Arawaks were soon exterminated; but the Caribs were for very many years a source of trouble. Even now there are some families of pure-blooded Caribs in Dominica and a few also in St. Vincent, where nearly all the remaining people of this race in the island lost their lives during the eruption of the Soufrière in 1902. Happily the Caribs have now lost their warlike propensities, and are desirable members of the communities of which they form part. In British Guiana there are still many aboriginal Indians, including the Arawaks, the Macusis, the Arecunas, and the Ackawois. Soon after the European occupation of the islands the want of labour began to be felt severely, and the system of slavery, which was inaugurated by the Portuguese as early as 1481, was adopted by Spain for the West Indies,

the first slaves being imported by the Spaniards to work in the mines of Hispaniola before the year 1503. The monopoly of the slave trade was given by Charles V in 1517 to a Flemish courtier, from whom it passed to Genoese merchants, and then to the Portuguese. Sir John Hawkins began slave trading in 1562, and Sir Francis Drake followed in 1568. At the end of the sixteenth century the Dutch took up the trade, and in 1662 and 1672 English "African Companies" were formed to deal with slaves. In 1688 the African slave trade was thrown open to all British subjects, and at the end of the seventeenth century 25,000 negroes were annually imported in British ships into the British colonies. In 1713 the English obtained the famous Assiento or contract to supply Spanish America with slaves. The South Sea Company which got it were pledged to pay duty for every slave imported by them into the Spanish West Indies and it was arranged that the King of Spain should receive one fourth of the net gains. This monopoly did not pay, and a claim for £68,000 preferred against the English Company by the King of Spain in 1739 led to war, and though, by the treaty of Aix-la-Chapelle in 1748, the agreement was renewed for four years, it was finally annulled in 1750 on the payment by Spain of £100,000 as compensation.

The agitation against the slave trade began in earnest towards the latter part of the eighteenth century, the first motion against it being made in the British Parliament in 1776. The Society for the Suppression of the Slave Trade was founded in 1787, and in the succeeding years an active campaign was carried on by Wilberforce, Clarkson, and others, with the result that in 1807, at the instance of Lord Grenville, the Act was passed for the abolition of the trade. Slavery still continued; but in 1834 this too was abolished. By the famous Act which received the Royal assent on August 28th, 1833, it was decided that all the slaves in the British colonies were to become free on August 1st, 1834, but were to be apprenticed to their former owners until 1838, and in the case of agricultural labourers until 1840, while £20,000,000 was voted as compensation to the slave owners at the Cape, in Mauritius, and in the West Indies,

the proportion allotted to the latter colonies being £16,640,000, a figure which fell short of the value of the slaves as appraised by the Commissioners by £26,460,000. The capital invested in land, cultivation, buildings, and machinery upon the estates on which slaves were located could not have been less than £80,000,000. Antigua and also Bermuda dispensed with the apprenticeship system altogether, and it was in no case continued after 1838. Slavery was abolished in the French colonies in 1848, in the Dutch West Indies in 1863, in Porto Rico in 1873, and in St. Thomas in 1876. The slaves were gradually emancipated in Cuba by an Act of the Spanish Senate of December 24th, 1879, which took effect on February 18th, 1880, and the total abolition of slavery in that island was brought about by a decree dated October 6th, 1886.

After the total abolition of slavery in the British colonies, the question of labour once again became acute, and efforts were made to supply the deficiency with free labourers from Havana, St. Helena, Rio, and Sierra Leone, but they were not permanently satisfactory. In 1838 East Indian immigration, which had begun in the preceding year, was prohibited. But the ban was removed in 1845 when the introduction of East Indians to British Guiana and Trinidad under indenture was begun. It continued annually thereafter—with the exception of the year 1849-50—under the control of the Home and Indian Governments until 1917 when it was terminated by the Indian Government. Similar immigration into Jamaica began in 1845, and to St. Lucia in 1859; but the introduction of East Indians into the two latter islands was of intermittent nature.

Any visitor particularly interested in this matter should study the immigration ordinances of British Guiana and Trinidad, which were published as a British Blue-book in 1904 (Cd. 1989). It suffices here to say that the main features of the system were that the East Indians were recruited by Emigration Agents, whose headquarters were at Calcutta. The immigrants were under agreement to serve their employers for five years at a wage of 1*s.* 1½*d.* per day for able-bodied adults, and 8*d.* per day for those who did not fall under this category. All of those who

arrived in the colony before August 5th, 1898, are entitled to a return passage to India on payment of one-fourth of the passage money in the case of males and one-sixth in the case of females; and, after ten years' residence in the colony, later immigrants are entitled to return passage on paying one-half the fare in the case of males and one-third in the case of females, the balance being paid by the planter. As a matter of fact, the East Indians are so happy and contented in the West Indies that the proportion availing themselves of the return passage has been very small, especially since the practice was initiated of giving them land and other privileges in lieu of back passage, and many of those who *do* return to India soon find their way back to the West Indies again. The ordinances contained elaborate provisions for the welfare of the immigrants.

In 1853, Chinese were introduced into British Guiana and Trinidad, and in 1854 some also arrived in Jamaica. In 1867 their importation was discontinued, owing to the Chinese Government insisting upon a return passage being conceded. Still, another shipload reached British Guiana in 1874. Many Chinese remain in the colony, where they are closely connected with the retail trade.

With regard to the white population, the brief histories of the various colonies which are given on subsequent pages will sufficiently indicate its origin. In the days of slavery each slave owner was compelled to employ a certain number of white servants to serve in the militia, and these men helped to swell the population, while Oliver Cromwell sent out many Irish prisoners, notably to Nevis and Montserrat; and Barbados received a large influx of Royalists at the time of the Commonwealth. Many English gentlemen, Royalist officers and divines, were sent out to the island and sold as slaves, and it is on record that a number changed hands at a price of 1500lb. of sugar per man! Their descendants, known as "mean whites" and "red legs," are still found there. At the close of the American Revolution many loyalists emigrated from America to the West Indies with their slaves. Jamaica and the Bahamas were particularly favoured, and it is estimated that the latter islands gained from 6000 and 7000 new inhabitants between June,

1783, and April, 1785, from this source. Even the ubiquitous Teuton is not omitted from the list of those who have helped to populate the islands, for in 1840 Mr. King imported twenty-nine Germans into St. Lucia. Syrians are also found in Jamaica and several other islands. They go out at their own expense and become pedlars, many of them amassing considerable sums of money. In Cuba the white population consists mainly of descendants of old Spanish families and immigrants from Spain who still flock to the island. There is also a considerable American population, while in Porto Rico Americans have settled in great numbers in recent years.

In conclusion, a word may be added about the term "Creole," which is often believed by those who have not visited the West Indies to apply to people of coloured descent. This is not correct. A creole is any one actually born in the West Indies. Thus, a child born of white parents in the West Indies is a creole. The term is even applied to animals, and it is by no means unusual to speak of a creole cow or a creole dog, while even agricultural produce is not excluded, and maize grown in a particular island may be referred to as creole corn !

RELIGION. To whatever sect they may belong visitors will find their religious wants fully provided for. Jamaica, British Guiana, Barbados, and the Windward Islands and the Leeward Islands are dioceses of the Church of England. In Jamaica the Church of England was established in 1662, but in 1870 a law was passed providing for its gradual disendowment, and it is now practically self-supporting, with capital funds amounting to £116,505. The Baptists and Wesleyans are the next sects in importance in order of the size of their congregations. Presbyterians and Moravians have a large following, while there are also Roman Catholics and Jews in the island. In Barbados the majority of the inhabitants belong to the Church of England, which is endowed from the general revenue. The island is the see of a bishop, in which is included the Windward Islands also. Small Government grants are given to the Wesleyans and Moravians, and also to the Roman Catholics, who are, however, few in number. The Leeward Islands also form

the see of a bishop of the Church of England, whose principal followers are in Antigua and St. Kitts, while in Montserrat the inhabitants are largely Anglicans and Wesleyans. In Dominica the inhabitants are principally Roman Catholics, whose bishop resides at Roseau in that island. The inhabitants of the Virgin Islands are mainly Wesleyans. In St. Lucia the Roman Catholics largely predominate, and their church is supported out of the general revenue of the colony. In St. Vincent, where the Church of England was disendowed in 1889, one half of the population are members of the Church of England and one third Wesleyans, while in Grenada one half are Roman Catholics and one third members of the now disestablished Church of England. In Trinidad the Roman Catholics are by far the most numerous sect. The Archbishop of Port of Spain resides in that island.

The hours of holy worship differ in no way from those adopted at home. The churches are well ventilated, and compare favourably in this respect with many in European cities.

FREEMASONRY. Freemasonry is largely practised in the British West Indies, and lodges exist in all the large islands and most of the smaller. In Barbados there is a District Grand Lodge, which has jurisdiction over six Craft Lodges. Mark Masonry is also represented by a District Grand Lodge, controlling three Mark Lodges. The Scotia Lodge has a Royal Arch Chapter attached to it, and there is a Rose Croix Chapter. Scottish Masonry is strongly represented in Trinidad, there being no fewer than four Craft Lodges, under the jurisdiction of the Grand Lodge of Scotland, four Royal Arch Chapters, one Rose Croix Chapter, one Consistory, one Preceptory of Knights Templar, with a Priory of the Knights of Malta. English Masonry is represented by three Craft Lodges. Freemasonry was dormant in St. Lucia until 1899, when a lodge under the Grand Lodge of England was formed. Grenada has the Lodge St. George, No. 3072 on the register of the Grand Lodge of England. Jamaica possesses, under the English constitution, a District Grand Lodge, with eleven Craft Lodges under its jurisdiction. There is also one Craft

Lodge in direct communication with the Grand Lodge of England. English Royal Arch Masonry is also represented by a District Grand Chapter and four Chapters attached to Craft Lodges. One Preceptory of Knights Templar and two Rose Croix Chapters also represent the higher degrees of English Masonry. A Provincial Grand Mark Masons' Lodge governs four Mark Masons' Lodges. In Scottish Masonry there is a District Grand Lodge, five Craft Lodges, one Royal Arch Chapter, and five Mark Lodges. British Guiana possesses a District Grand Lodge under the English constitution, with five Craft Lodges, one Royal Arch Chapter, a Rose Croix Chapter, and a Preceptory of the Knights Templar, with a Priory of the Knights of Malta attached. There is also one Craft Lodge under the Scotch constitution. Antigua has two Craft Lodges under the Grand Lodge of England, one Mark Masons' Lodge, a Rose Croix Chapter, and a Royal Arch Chapter. In St. Kitts there is a Craft Lodge working under the Scotch constitution. There are also lodges in St. Thomas (356), Curaçoa (653), Turks Islands (647), and at Nassau in the Bahamas (443). It will thus be seen that Freemasonry is strongly represented in the West Indies. Much of this masonic spirit may be traced to the military occupation of those islands, while the register numbers of three lodges in Jamaica, 207, 239 and 354, two in Demerara, 247 and 385, and one in Barbados, 196, under the English constitution, show their antiquity. Masonic visitors are, of course, welcomed at these lodges in true Masonic spirit.

LANGUAGE. It may seem superfluous to add a paragraph regarding language, but the writer is prompted to do so by the many inquiries he has received from intending visitors to the West Indies, who seem to think that the islands are peopled by savages speaking unknown tongues. On the contrary, the inhabitants are mostly English-speaking. The mode of speech attributed to them in books, such as "massa" for "Master," etc., does not really adequately describe their style, which owes its piquancy to a drawling and sing-song method of delivery, accentuated to a marked degree in Barbados, where even many of the whites are infected with it. In the islands which have been

in the possession of France, such as Dominica and St. Lucia, the negroes speak a rather bewildering French patois, though they understand French. A peculiarity in Montserrat is the Irish brogue which the negroes acquired from the Irish who were sent to the island by Oliver Cromwell. It still remains a marked characteristic of their speech. In the little island of Saba there is a somewhat similar peculiarity of speech, the inhabitants speaking with distinct Somersetshire and Devonshire accents. In Trinidad, French and Spanish are much spoken by the wealthier classes, and of course a knowledge of these languages enhances the pleasure of a visit to Cuba, Porto Rico and the Spanish Main.

THE LAUNDRY. Jane Anne Smith, the buxom black laundress who used to salute passengers on their arrival at Barbados, taking from them their "washing" and selling to them her famous Barbados hot sauce, is—alas!—no more; but she has many imitators. Some are good and others exceedingly bad. It behoves tourists therefore to make the closest inquiries before submitting their garments to them. In most of the islands the work is good and the hotels are in touch with the best laundries. In British Guiana the Chinese undertake washing with the usual satisfactory results. They are past masters in the art of cleansing clothes. An injunction on the bills of the late Mr. Pomeroy's Hotel in Barbados used to read: "Guests having outside washers are particularly requested to examine all washing returned, as invariably bugs are brought into the Hotel."

Chapter III.

THE BERMUDAS.

" The still vex'd Bermoothes "
" The Tempest," Shakespeare.

The Bermudas or Somers' Islands, more popularly known as Bermuda, are not in the West Indies ; but as so many touring steamers visit them on their way to and from the Caribbean Sea the inclusion of an account of them in the present volume requires no justification. The Bermudas consists of a group of about three hundred small islands lying in the shape of a sickle in the Western Atlantic in latitude 32° 15′ N. and longitude 64° 51′ W., about 580 miles to the east of Cape Hatteras, and 667 miles from New York. They are all of coral formation, and are described in the report on the voyage of H.M.S. *Challenger** as a coral atoll " situated on the summit of a large cone with a wide base, rising from the submerged plateau of the Atlantic." Their total estimated area is 19 square miles, or less than one-eighth of that of Rutland. The principal island, generally known as the Main Island, near the centre of which, at the head of a deep inlet, Hamilton the capital is situated, is about fourteen miles long and has an average width of about one mile. Next to it in importance is St. George's Island at the extreme north-east, with a spacious harbour, on the shore of which St. George, the former capital, stands. The other islands of consequence are : Ireland Island at the north-west, which is entirely given up to the Naval Dockyard, Boaz and Watford devoted to military depots and garrison, and Somerset, Smith's, St. David's, Cooper's Nonsuch, Rivers, Ports, and Godets.

* H.M.S. *Challenger* was sent by the British Government on an extended cruise for exploration with a scientific staff, selected by the Royal Society, in December, 1872. She returned in 1876.

The entire chain from St. George's to Ireland Island is connected by means of bridges and causeways, for a distance of twenty-two miles. The Bermudas are almost surrounded by dangerous reefs, the approach to the capital being by a long channel, the entrance to which is called the "Narrows," extending from St. George's Island to Grassy Bay, a sheltered anchorage off Ireland Island. The northern coasts of the islands are much indented; but approach to them is dangerous owing to the presence of many sunken rocks. The islands have no rivers, and though several wells exist the water from them is brackish, and the inhabitants are consequently dependent upon the rainfall for drinking water. The whole chain is comparatively flat, the highest elevation being 245ft. only. The islands are divided into nine parishes, namely, St. George's, Hamilton, Smith's, Devonshire, Pembroke (in which the capital is situated), Paget, Warwick, Southampton, and Sandys. The total population is 20,000, of which one-third is white, the remainder being coloured.

Bermuda is now the headquarters of the North America and West Indies station. The Commander-in-chief spends several months of the year in residence at Admiralty House, and the presence of the Fleet during the winter season contributes greatly to the social life of the colony.

INDUSTRIES. The early settlers in the Bermudas were planters, and the inhabitants followed agricultural pursuits until the abrogation of the charter of the Somer Islands Company in 1684 (*see* page 43), when they took to trading. In vessels made of the native cedar, they traded with the West Indies and America, and carried salt fish from Newfoundland to Europe, returning with cargoes of port wine. On occasions, too, they would meet the fleets from India and carry the produce of the East to the West Indies. This industry was, however, practically killed by the advent of steam, and the inhabitants then had to look about for other means of employment. Colonel William Reid, the Governor at this critical period, solved the difficulty to some extent by calling attention to the agricultural possibilities of the Bermudas, and now, though only one-quarter of their area is suitable for cultivation, the islands yield crops of potatoes, onions, tomatoes, and other vegetables which find a ready market in the United States in the months when those products are not in season in America. The Bermudas might indeed be described as the Market Garden of the United States. Within the last thirty or forty years a lily bulb industry has also

been developed with success, thanks to the efforts of General Russell Hastings, and large quantities of the varieties known as *Longiflorum* and *Harrisii* are grown. Only a small quantity of arrowroot, for which the islands are famous, is now exported, and it realises exceptionally high prices in the English Market. Fish of great variety abound in the waters surrounding the islands and form the basis of a profitable local industry. Green and hawksbill turtle are also caught.

The principal exports in the year 1921 were :

Onions	crates	140,000	value	£8,665
Potatoes	barrels	43,891	,,	92,227
Other vegetables		32,819	,,	
Lily bulbs	packages	2,735	,,	4,671

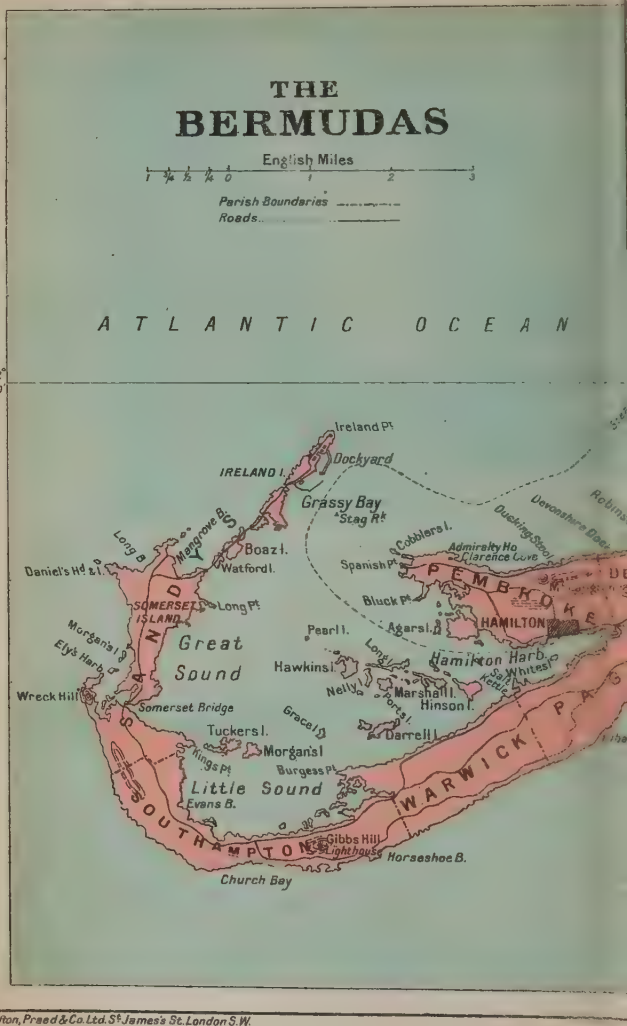
The direction of trade in the same year was :

	Imports.	Exports.
The United States .	£749,188	£212,574
British Colonies . .	351,289	—
The United Kingdom .	239,489	12,052

In recent years Bermuda has steadily grown in popularity as a winter resort, and large undertakings incidental to the development of the tourist business have been launched. Sixty-four per cent. of the annual revenue is derived from this " industry." The United States and Canada furnish most of the visitors. In winter, Bermuda which has come to be known as the " Riviera of the West " attracts many wealthy and prominent Americans, while in summer the islands are becoming increasingly patronised by tourists with holidays of only a few weeks' duration who find their scenery and ways in pleasing contrast to those to which they are accustomed.

FINANCE. The following is a comparative table of the revenue and expenditure and the imports and exports of the Colony of Bermuda for the past ten calendar years.

Year.	Revenue.	Expenditure.	Imports.	Exports.
	£	£	£	£
1912	83,629	78,210	637,178	116,586
1913	80,576	87,779	570,575	90,695
1914	80,504	89,575	565,611	106,661
1915	106,467	97,643	579,828	101,663
1916	107,055	109,652	734,799	139,825
1917	100,447	105,867	674,493	207,724
1918	91,645	90,684	692,742	139,825
1919	119,091	107,240	792,683	208,708
1920	219,753	186,470	1,414,250	265,868
1921	201,382	237,492	1,340,240	224,626



Sifton, Praed & Co. Ltd. St James's St. London S.W.

64° 45'
St Catherines Pt
Fort Albert
Fort William
ST GEORGE
THE NARROWS
Sea Venture Flat
ST GEORGE'S ISLAND
Fort George
New Channel
St George's Harbour
Hutts I.
Paget I.
Smith's I.
Shark Hole
ST DAVID'S ISLAND
St Davids Hd
Lighthouse
Ferry Pt
Ferry Reach
The Causeway
Long Bird I.
Coney I.
ST GEORGES
Castle Harbour
Cooper's I
Nonsuch I.
Baileys B.
Crystal Caves
Walsingham B.
Crawl Pt
HAMILTON
Castle I.
32° 20'
Paynters Hill
the Stags
Shelly B.
Harrington Sound
Trunk I.
Tucker's Town
Mangrove L.
Gallows Pt
The Flatts Village
SMITHS
Albany's Pt
Spanish Rock
SHIRE
Devonshire B.
ungry B.
ATLANTIC OCEAN
64° 45'

CLIMATE. Bermuda is justly famed for its climate, which, though less equable than that of the islands within the tropics, is particularly charming during the winter months, when the temperature ranges between 60° and 70° Fahr. During the greater part of the year the islands are swept by health-giving ocean breezes and, except perhaps in September, the climate is rarely oppressive. The annual rainfall is about sixty inches.

HISTORY. The discovery of the Bermudas is attributed to Juan Bermudez, a Spaniard, who touched there in his ship *La Garza* (the Hawk) in 1515, and gave them their principal name. Ferdinando Camelo, a Portuguese from the Azores, submitted a scheme to the King of Spain in 1527 for colonising the islands, but it proved abortive, and the only evidence that he ever took possession is furnished by his initials and " 1543 " inscribed on what is now called " Spanish Rock " on the Main Island. In 1593 one Henry May was wrecked in a French ship on the shoals off the Bermudas, and reaching the shore remained there for five months. After that year the islands were often sighted by mariners who called them the " Isles of Devils " in consequence of their evil reputation for storms and hurricanes. The next recorded visitor to them was Sir George Somers, a worthy of Dorsetshire. When on a voyage to the newly formed colony of Virginia in 1609, he was separated from his companions in a terrific storm, and his vessel, the *Sea Venture*, was wedged between two rocks off what is now St. George's Island and became a total wreck. On July 28th the ship's company managed to land, and they remained on the islands until the following May, when they succeeded in reaching Virginia in ships of their own building. The circumstance that they found the colonists there almost starved prompted Somers to return for supplies to the Bermudas, which he described as " the most plentiful place that I ever came to for fish, hogs, and fowl." Soon after his arrival, however, he died, and while his heart was buried where the town of St. George's now stands, his body was taken to England and interred at Whitchurch in Dorsetshire. The Bermudas were now most favourably spoken of. In 1612, fifty settlers were despatched to them by the Virginia Company, whose charter was extended to include the " Somer Islands " as they were called ; and Richard Moore, ship's carpenter, was made first Governor. Three years later, the islands were sold to " the Governor and Company of the City of London for the Plantation of the Somer Islands," and they remained in the possession of that concern until 1684, when it was dissolved in consequence of the complaints of the settlers.

At the beginning of the Commonwealth the Bermudians remained Royalist, and, in company with Barbados Antigua, and Virginia, the Bermudas were consequently penalised by the Act of the Long Parliament which prohibited trade with those colonies ; but in February, 1652, the Governor and Council took the oath of allegiance and the ban was removed.

Before passing from the history of the Bermudas the reader may be reminded that the islands were immortalised by Shakespeare,

who no doubt derived his inspiration for the opening scenes of "The Tempest," in which he refers to the "still vex'd Bermoothes," from the shipwreck of Sir George Somers, two years previously.

CONSTITUTION. Next to the House of Commons the House of Assembly of Bermuda is the oldest legislative body of the kind in the British Empire. Representative government was introduced into the colony in 1620, or one year only after the Assembly of Virginia—the first in the British colonies—was established.

The Governors have, since 1684, been appointed by the Crown, and the laws are enacted by a local legislature consisting of the Governor, a Legislative Council of nine members, three of whom are official and six unofficial, and a House of Assembly, comprising thirty-six members, four of whom are elected by each of nine parishes. The Governor is assisted by an Executive Council consisting at present of four official and two unofficial members. It is noteworthy that the members of the Executive and Legislative Councils and the House of Assembly are paid 8*s*. a day for each day's attendance.

Governors since 1907.

Lt.-Gen. Sir Josceline H. Wodehouse, G.C.B., C.M.G.	1907
Lt.-Gen. Frederick W. Kitchener, C.B.	1908
Lt.-Gen. Sir George M. Bullock, K.C.B.	1912
Gen. Sir James Willcocks, G.C.B., G.C.M.G., K.C.S.I., D.S.O.	1917
Lt.-Gen. Sir John Asser, K.C.M.G., K.C.V.O.	1922

ACCOMMODATION. Hamilton. The *Hamilton Hotel* on the hillside above the city. Board and lodging. $7.00 per day and upwards. The *Princess Hotel* at the west end of the city, so called after H.R.H. Princess Louise, who visited Bermuda in 1883, $7.00 per day and upwards. The *American House* and the *Imperial Hotel* below the Hamilton, $6.00 per day and up. The *Point Pleasant Hotel*, situated along the city's water front, $6.00 per day and up. **Paget.** *Hotel Inverurie*, $6.00 per day and up. **Warwick.** *Belmont Hotel*, $6.00 per day and up. **Flatts.** *Frascati Hotel*, $6.00 per day and up. **St. George's.** The *St. George Hotel*, on the Rose Hill property, once owned by Governor Tucker, $6.00 per day and up. **Somerset.** *Summerside*, $4.00 per day.

The above quotations are for accommodation during the winter months. In summer the Hamilton and Princess Hotels are both closed; the other hotels accept guests at slightly reduced rates. Bermuda's tourist business being mainly with America, hotel rates are quoted in dollars and owing to exchange fluctuations it is impossible to give the sterling equivalents.

There are also throughout the Colony, numerous boarding houses, a list of which is given in the Official Tourist's Guide Book published by the Bermuda Trade Development Board, a Government Department that solicits correspondence with such prospective visitors as may not find these pages sufficiently comprehensive. Copies of their Guide Book may be obtained free of charge on application to The Secretary, The West India Committee, 14, Trinity

Square, London, E.C. 3. There is a large winter colony and houses can be rented by visitors making a prolonged stay.

COMMUNICATIONS. Bermuda is reached direct from the United States in two days, from Canada in four days, and enjoys steamship communication with the West Indian Islands (*see* Appendix I).

An Island Steam Service is maintained daily between Hamilton (shed No. 6) and Mangrove Bay (40 mins.), and Ireland Island (40 to 60 mins.). Single fare, 2*s*. There are regular steam ferry services between Hamilton (foot of Queen Street) and Paget across the harbour daily (including Sundays) fare, 3*d*. each way; Sunday, 3*d*., and between St. George's (Market Wharf) and St. David's daily (Sunday excepted). There is also a boat ferry service between Hamilton (near shed 6) and Paget West.

Steam launches, steamers, and motor boats can be hired by the day or trip. Sailing boats can be engaged at rates from £1 5*s*. per half day; and rowing boats and canoes from 8*s*. per day.

There are several Livery Stables where carriages can be obtained at moderate rates of hire authorised by the Government. Bicycles can also be hired from 2*s*. per hour.

The islands have admirable roads covering 109 miles, fifteen of which are under military control. The use of motor-cars in Bermuda is prohibited, a circumstance which adds greatly to the comfort of visitors. The islands are in telegraphic communication with Halifax, N.S., and thence with the United States, Europe, etc., by the cables of the Halifax and Bermudas Cable Company, and with Grand Turk, Jamaica, and the West Indies by the cables of the Direct West India Cable Company.

SPORTS. Bermuda affords unique opportunities for the enjoyment of many forms of outdoor sport. It has five *golf courses*, two eighteen-hole, and three nine-hole. The former were completed in 1922 and have been regarded by experts as among the most sporting and picturesque in the world. Upwards of a million dollars was expended on only one of these two courses, and players will find in Bermuda replicas of the world's most famous holes. The Bermuda Open Amateur *Lawn-tennis* Championship held during the first week in March attracts many stars of the American tennis firmament. Other sports worthy of particular mention are *horse racing sailing*, *bathing*, *fishing*, *riding*, *cycling*, *cricket*, and *clay-pigeon shooting*. Foremost among the many clubs devoted to sport are the Royal Bermuda Yacht Club, founded by Mr. Samuel Triscot in 1841, the Hamilton Dinghy Club, the Riddell's Bay Golf and Country Club, the St. George's Yacht Club, the Bermuda Boat and Canoe Club, the Bermuda Athletic Association, the Bermuda and Garrison Hunt Club, and the Bermuda Tennis Club, as well as many others throughout the colony devoted to the encouragement of cricket, *football*, etc.

SIGHTS. The first land which visitors to Bermuda usually sight is the eastern end of St. George's and St. David's Head on the island of the same name. Some nine

miles from the shore is the projecting pinnacle of rock known as **North Rock,** on which a light has now been placed. "It consists," wrote Prince Albert Victor and Prince George of Wales, who visited Bermuda in 1880, in "The Cruise of H.M.S. *Bacchante,*"

"of three or four jagged brown sandstone teeth, that stand up a dozen or fifteen feet above the water and rise from a widespread and submerged stone plateau in the midst of the northern reefs."

On approaching the islands, steamers enter **"The Narrows,"** a buoyed ship-channel round the eastern end of St. George's, and proceed along the north coast of the islands inside the dangerous coral reefs and shoals to Grassy Bay, a secure anchorage off Ireland Island. The reef to the right on entering "The Narrows" is **Sea Venture Flat,** on which Sir George Somers was wrecked in 1609. It was near the north-east corner of St. George's that Sir Thomas Gates built the *Deliverance* which, with the *Patience* built by Sir George Somers on Main Island, carried the company of the *Sea Venture* (*see* page 43) to Virginia. On the hill-side the barracks of part of the Imperial Garrison are seen. After rounding St. Catherine Point, on which Fort Catherine stands, Murray Anchorage is reached. The islands passed in succession are St. George's, at the extremity of which is a Martello tower erected in 1822, the tiny Coney Island—that widely differs from its namesake near New York and has on it a curious tower in which salt raked in Turks Islands used to be stored for transhipment—and Long or the Main Island. Flatt's Village is soon clearly discerned with North village just beyond. Behind it is Mount Langton, the residence of the Governor, and a little beyond is Admiralty House on Clarence Hill. Looking south, as the steamer lies at anchor in **Grassy Bay,** Ireland Island is seen on the starboard or right-hand side, with its dockyard and naval establishment over which floats the White Ensign of the Royal Navy. Next to it are Boaz and Watford Islands, with Somerset Island and the Main Island beyond. The highest point which strikes the eye is Gibbs Hill, rising 245ft. above the sea and surmounted by a steel lighthouse. To a visitor from northern climes the scene

is full of novelty and it would be difficult to describe adequately its charm. The islands are covered with a mantle of vivid green grass, while the surrounding sea, on the other hand, is a deep cobalt blue which shows up the brilliant yellow Gulf weed that floats on the surface. Pinnaces and motor-launches flit here and there, and yachts spread their sails to receive the almost constant breeze. The water is so clear in these favoured regions that rocks, which are really fathoms below the surface, can be seen so distinctly that they appear to be quite near.

From Grassy Bay steamers pass along the narrow Stags and Two-Rock channels in a south-easterly direction to the land-locked harbour, on the north side of which stands **Hamilton** (pop. about 2,500), the capital of the Bermudas. Hamilton, which owes its name to Henry Hamilton, Governor when it was incorporated in 1790, succeeded St. George's as the seat of Government in 1815. It is a picturesque town of white houses laid out on a rectangular plan on gently rising ground. The principal shops or stores and merchants' warehouses are in **Front Street,** which runs parallel with the wharves, and in Queen Street which leads to the Hamilton Hotel. Turning to the right along Front Street on landing at the wharf one comes to a square, green with many trees, among which is a cedar planted by Prince Alfred, afterwards Duke of Edinburgh, the uncle of King George V, when he visited Bermuda in 1862.

A monument in the square perpetuates the memory of William Reid, Governor from 1839 to 1846, who was the first to call attention to the agricultural possibilities of the Bermudas. It is inscribed :

Erected
A.D. MDCCCLXI
By authority of the legislature in grateful remembrance of the public services and private worth of Major-Genl. Sir William Reid, K.C.B., Governor of Bermuda from 1839 to 1846.

On the north side of the square stand the **Public Buildings** erected in 1839, which contain, besides the Council Chamber and usual Government offices, the **Public Library** (open 10 to 3 except on Sundays or holidays) and a small Museum.

Behind the Public Buildings stand the **Post Office** (open daily—Sundays and holidays excepted—from 8 A.M. to 6 P.M. in summer and from 8 A.M. to 5 P.M. in winter), and the **Sessions House,** erected in 1817, the upper part of which is devoted to the House of Assembly and the lower to the Courts of Justice. The Clock Tower, now lighted by electricity, was erected to commemorate Queen Victoria's first Jubilee in 1887, the work being completed in 1893.

Passing from the wharves up Burnaby Street, the first cross-road is Reid Street, so-called after Governor Reid, in which are situated the **Masonic Hall** and the **Post Office** (both to the right). Proceeding farther up Burnaby Street, we come to Church Street, in which are the Cathedral (to the right) and the Hamilton Hotel (to the left). The **Cathedral,** which is dedicated to the Holy Trinity and has a seating capacity of 1200, replaces a building destroyed by fire in 1884. The chancel was consecrated on May 11th, 1911, by Bishop Jones. It is a handsome edifice built of native limestone faced with Caen stone for the doors and windows. The tower (144ft. high) is partly built of Nova Scotia free-stone. The total cost was about $200,000.

The foundation stone of the palatial **Hamilton Hotel** was laid with full masonic honours by Captain Charles Elliott, R.N., the then Governor of Bermuda, in August, 1852, but the hotel was not opened until 1863. Since that year it has received many additions, and it may now be considered one of the best and finest hotels in this part of the world. Opposite the hotel is the **Mechanics' Hall,** built in 1850 to house the Bermuda Mechanics' Beneficial Association. On the left-hand side of Queen Street are the grounds of **Par la Ville,** in which there is a famous rubber tree. In the former residence is the **Museum** of the Bermuda Natural History Society (open 10 A.M. to 4 P.M., Sundays excepted).

The north end of Burnaby Street is called **Cedar Avenue,** a delightfully shady walk skirting one side of **Victoria Park,** an ornamental garden containing many beautiful flowering shrubs and trees, a somewhat conventional bandstand erected to commemorate Queen Victoria's Jubilee, which was formally opened in 1890, and a **War Memorial** to the

memory of members of the Bermuda Volunteer Rifle Corps who fell during the Great War, 1914-1918.

A continuation of the road leads to **St. John's,** the Parish Church of Pembroke Parish. In it lie the remains of Bishop Field and Sir Robert Laffan, Governor from 1877 to 1882, whose name survives in "Laffan's Plain," Aldershot.

Mount Langton, the Governor's residence (about 1 mile from the wharf), is reached by way of Burnaby Street and Cedar Avenue. The present building, which was designed by Messrs. Hay and Henderson, of Edinburgh, was begun in 1886 and completed in 1892. The property received its name from an estate in Berwickshire owned by Sir James Cockburn, Governor of Bermuda from 1814 to 1819. Here the representative of the Sovereign dispenses hospitality, and many enjoyable "At Homes" are held in the charming grounds which were purchased by the Government in 1814.

Clarence Hill (4 miles from the wharf), the residence of the senior officer on the North America and West Indies station, is no less favourably situated. It stands about 1½ miles to the west of Mount Langton. The property was purchased by the colony in 1816 for £2000 and presented to the Crown. The grounds, though divided by the Spanish Point road, are connected by a tunnel cut in the limestone rock. A slope leads to Clarence Cove or Abbot's Bay where there is a delightful bathing-place.

The small island in Hamilton Harbour known as **White's Island** (5 minutes' row by boat) is much frequented on account of the excellent bathing to be had there. The island is private property and there is a small fee for bathers.

On **Agar's Island,** near Hamilton, is the exceedingly interesting Aquarium of the Bermuda Natural History Society, located in an old powder magazine, which well deserves a visit. The island can be reached by steamer (1s. there and back; admission, 1s.).

Ireland Island can be reached either by road or by water (6¼ miles by steamer; 14 miles by road; 2 hours by carriage). Steamers of the Bermuda Transportation Company perform the journey under contract with the local Government for the conveyance of the mails, and call also

at Boaz Island and Mangrove Bay, Somerset Island. Leaving the wharf the steamers pass among an archipelago of islets through Two-Rock Passage into the Great Sound. **Oxford Point** is passed on the right, with a quaint monument of tools, bayonets, and iron hoops erected by the men of the 56th Regiment, now the 2nd Battalion of the Essex Regiment, who were isolated there during an outbreak of yellow fever. On approaching Ireland Island, the **Commissioner's House** on East Point is a conspicuous object. In a sheltered position off the island lies a huge **Floating Dock** with a length over all of 545ft., breadth 126ft. 2ins., and an extreme lifting power of 17,500 tons. This mammoth dock was built at Wallsend-on-Tyne and was towed to Bermuda by powerful tugs in the early summer of 1902, the voyage taking over fourteen weeks. The enclosed basin in which vessels can lie in perfect security is called **The Camber.**

Ireland Island was purchased by the Imperial Government as a site for a naval station in 1809, and preliminary operations were commenced in the following year by slave labour. Convict labour was substituted for that of slaves in 1824, and the convicts were stationed on Boaz Island where the military barracks now are. The convicts were withdrawn in 1863 and the graves of those of them who died during their sojourn in the islands alone remain to remind one of them. In the cemetery there are also the graves of many gallant Naval and Military officers and men who served the Empire in past generations. Permission can be obtained to visit the **Dockyard,** which can be inspected on week days between the hours of 10 A.M. and noon. Visitors should remember that no photographs may be taken of the dockyard or of any of the fortifications in the islands. When the North American and West Indies fleet was replaced by a special Cruiser Squadron in pursuance of the policy of the "Blue-water" school, the dockyard became less busy than it used to be; but it is now more resorted to again. There is much of interest to be seen. In the twin towers of the main building are two clocks—one to tell the time of day and the other that of high tide. A slab bears the inscription :

BERMUDA YARD
LATITUDE XXXII°. XIX′. I″. N.
LONGITUDE LXIV°. LI′. XXXVI″. W.
BY CAPTAIN OWEN, R.N.

Visitors should on no account omit to ask their cicerone to point out the old ship's bell of the *Shannon*, an interesting souvenir of the memorable engagement between that vessel and the American frigate *Chesapeake* off Boston on June 1st, 1813, which hangs in a niche in the wall near by. After a desperate encounter lasting eleven minutes, during which Captain Philip Vere Broke of the *Shannon* was disabled, and Captain Lawrence of the *Chesapeake* was fatally wounded, the American vessel was compelled to strike her colours, which now hang in the Royal United Service Museum in Whitehall, London. The bell, which bears the date 1740, was cracked by a bullet.

Below the niche is a tablet inscribed :

BELL SAID TO HAVE BELONGED TO H.M.S. SHANNON
AND DAMAGED DURING HER ENGAGEMENT
WITH THE U.S. FRIGATE CHESAPEAKE
1ST JUNE, 1813.

The road for carriages or cyclists to Ireland Island is clearly shown on the map which faces page 43. Pedestrians can take a short cut by crossing by ferry from Hamilton to Paget. The several islands traversed are connected by bridges, and some exquisite views can be obtained *en route* of the islands in the Great Sound, on which many Boer prisoners were confined during, and immediately after, the last South African War. Visitors wishing to get a good idea of the "lie of the land" should make a detour at **Gibbs Hill** and ascend it (245ft.) and the lighthouse (105ft. 9ins. to the gallery) which commands a truly magnificent view. The lighthouse, which is of steel, was erected at a cost of £5,500 between 1844 and 1845, and the present revolving light was installed in 1904. It has an illuminating power of 99,930 candles and can be seen for a distance of twenty-seven miles.

On Scaur Hill, Somerset Island, the road passes uphill through a deep cutting in the coral rock. Above this cutting on the right-hand side (proceeding from Hamilton)

there are the remains of an old fort. Scrambling "cross-country" through the ruins, one passes at the farther end an old water-tank, and following the pipe line for a few yards down the further side of the hill one comes across a "Milestone," probably erected by some Engineers stationed at the fort in times gone by, bearing the inscription :

LONDON
3076
MILES.

A few yards farther on is a Memorial to "DON," the Regimental dog of the 13th Coy, R.E. Died 13th February, 1877.

A steam ferry crosses Hamilton Harbour to **Salt Kettle.** In the seventeenth and eighteenth centuries, when the Bermudians were actively engaged in the salt industry in Turks Islands (*see* page 296), Salt Kettle was one of the *entrepôts* of the trade. Here the salt was stored prior to transhipment to America.

St. George's (12 miles ; by the North Shore Road by carriage 1¾ hours) can be reached from Hamilton by the North Shore, Middle, or South Shore Roads, which converge at Flatt's Village. Visitors are recommended to go by the first-named road, which is by far the most pleasant, and to return by the South Shore. The North Shore Road, which runs along the coast at the foot of the main ridge extending from Spanish Point opposite Ireland Island eastwards, is reached by way of Cedar Avenue, St. John's Church, and Mount Langton. The old church dates from 1621 ; but it was rebuilt in 1721, and again in 1821. Where the road turns to the right along the coast, is a curious rock known as the **Ducking Stool.** Tradition has it that it was here that the local "scolds were punished in the approved style in the olden days. Two miles farther are **The Wells** where H.M. ships used to water before the present tanks were erected.

Flatt's Village (4¼ miles ; ½ hour from Hamilton), which stands at the very narrow mouth of a large inlet of the sea called Harrington Sound, is the next point of interest. The small island just off the coast, with which it is connected by a small causeway, is **Gallows' Island.** A post at

its highest point identifies the spot where a negro slave was hanged in a gibbet in 1754 for murdering his master. Flatt's is now a place of little consequence, but it was once a shipping port of some size.

The **Middle Road** to Flatt's Village begins at the east end of Hamilton and joins the North Shore Road at Zuill's Park, a distance of half a mile from the village passing **Prospect Hill,** the military camp. This road can be taken on the excursion to Spanish Rock (3 miles) and Knapton Hill (4 miles).

Harrington Sound is a large inlet of the sea which, but for a narrow mouth bridged at Flatt's, would be an inland lake. It is always a source of great attraction to visitors, and especially to those of them who are interested in geology, for in its neighbourhood there are many remarkable limestone caves. The island to the north-east of Flatt's is Trunk Island. After crossing the Flatt's Bridge, the visitor can proceed by either the shorter North Road or the longer but more interesting South Road, which together encircle the Sound, meeting in the neighbourhood of the Causeway, to which reference is made below. The most direct route to St. George's is by the North Road, passing **Shelly Bay,** which affords a good view of Ireland Island and Somerset Island, and **Bailey's Bay,** in the neighbourhood of which are the justly famed **Joyce's Caves** with their many stalactites and stalagmites. The long cave with two entrances recalled to the minds of the young Princes in 1880 that of which Stephano in "The Tempest" (Act ii, scene 2) said "My cellar is in a rock by th' sea-side, where my wine is hid." To approach the second cave ladders are needed, and here the stalactites are even more remarkable, assuming all kinds of fantastic shapes. A stalagmitic bust of Shakespeare is shown among other curiosities.

The South Road round the Sound passes many points of interest, the most notable of which perhaps is the **Devil's Hole,** now the property of the Trott family. This pool, which is also known as the **Grouper's Grotto** and **Neptune's Grotto,** is stocked with fish whose every movement can be plainly seen in the remarkably clear water, which rises and

falls with the tide, being connected with the sea and not with the Sound. At the eastern corner of the Sound is the old property known as Paynter's Vale, and above it rises **Paynter's Hill,** which is very well worth climbing for the superb views that it affords of the Sound on one side and Castle Harbour on the other. Near by is **Shark's Hole,** another interesting cave over which the road passes, and proceeding farther one comes to the famous **Walsingham Caves,** which well repay a visit. It was at Walsingham that Ireland's poet, Tom Moore, resided for a few months when he was Registrar of the Vice-Admiralty Court. He did not remain long in the islands, but delegated his duties to another man. Tom Moore's calabash tree is also pointed out to visitors. A little farther on are the **Crystal Caves** which are perhaps the finest in the island and in the same neighbourhood there are also the scarcely less famous **Fern Caves,** the **Blue Hole,** and **Castle Grotto,** all of which should be inspected. The South Road eventually joins the North in the neighbourhood of the **Causeway.** Until 1871 communication with the island of St. George's could only be effected by ferry from Coney Island to the mouth of Castle Harbour, and in bad weather the capital was often cut off from the other islands for days at a time. In that year, however, St. George's was connected with the Main Island by means of a causeway, which was begun in 1867 under the direction of Lieutenant Hime, R.E., and opened amid the rejoicings of the inhabitants in 1871. The length from the spot called Blue Hole at which it starts is one mile and 1430 yards, and the cost of its construction was £32,000, towards which the Imperial Government contributed £8,500. For the first part of the distance the Causeway crosses the open harbour like the bridges from Mestre to Venice. It is then carried over Long Bird Island, which is connected with Stocks Point on St. George's Island by a swing-bridge. This when open affords access to St. George's Harbour from the north. From Stocks Point the road to the old capital leads round Mullet Bay and under the guns of the old Fort George, affording superb views.

St. George's, which, like the island on which it stands, owes its name to Sir George Somers, is an exceedingly

picturesque town of 1500 inhabitants. It was founded in 1612, but not incorporated until 1797. Until 1815 when the seat of Government was transferred to Hamilton it was the capital of the Bermudas. The town stands on the shores of the harbour of the same name, which is well protected from the south by St. David's Island, and is approached from the sea by a narrow channel known as the Town Cut, commanded by the guns of **Fort Cunningham** on Paget's Island. St. George's is built on sloping ground, on the highest part of which is Fort George ; but it is shut in on the north by rising ground on which military barracks are situated.

The principal landing-place is at the **Market Square,** off which stands the small **Ordnance Island.** The **Town Hall,** which contains the offices of the Halifax and Bermudas and the Cable Companies, faces the square.

The **Hotel St. George,** opened in 1907, stands on the Rose Hill property, once the residence of Governor Tucker (1803-1805), about 100ft. above the town. It commands a noble view of Castle Harbour, Castle Island, and St. David's. In front of the hotel are two trees said to have been planted as sprigs from a bride's bouquet many years ago. Behind the old Government House is the entrance to the **Public Gardens,** which deserve a visit. In the wall on the left-hand side of the entrance is a tablet to the memory of Sir George Somers. It was erected at the instance of Governor Sir John H. Lefroy, and is inscribed :

Near this spot
was interred in the year 1610,
the heart of the heroic Admiral
Sir George Somers, Kt.,
who nobly sacrificed his life
to carry succour
to the infant and suffering plantation
now
the State of Virginia.
To preserve his fame for future ages,
near the scene of his memorable
shipwreck, 1609,
the Governor and Commander-in-Chief
of this Colony for the time being,
caused this tablet to be erected
1876.

In 1620 Governor Nathaniel Butler caused the following inscription to be placed over the spot :

" In the year 1611*
Noble Sir George Summers went hence to heaven.
Whose well-tried worth that held him still imploid
Gave him the knowledge of the world so wide ;
Hence 'twas by Heaven's decree that to this place
He brought new guests and name to mutual grace ;
At last his soul and body being loth to part
He here bequeathed his entrails and his heart."

Near the Somers' tablet is the inscription :

CHARLOTTE HOPE
POSUIT
JOHANNES HOPE
PRAEFECTUS
25TH DECEM. ANNO. 1726.

The memory of the founder of the colony is further perpetuated by a monument in the Public Gardens which was unveiled on February 14th, 1911, by the then Governor Sir F. W. Kitchener, the funds being provided by the Colonial Legislature. It is inscribed :

1609–1909
In Commemoration of the
Settlement of these Islands
On the 22d of July, 1609
and
In honour of Admiral
Sir George Somers, Kt.
At whose instance largely
the Settlement was effected
this Memorial
has been erected out of a
Grant made by the Legislature
of the Colony.

The **Post Office** and **Customs** are in a building in Water Street to the east of the Market Square.

The old church of **St. Peter's** in York Street deserves a

* Sir George Somers died in 1610. 1611 is no doubt poetic license.

visit. It was built in 1713 on the site of one erected as far back as the year 1612 by Governor Moore. The tower was added in 1814. The Communion plate, which is dated 1684, was the gift of King William III.

There are several quaint epitaphs in the church and churchyard. Within the church a mural slab to the Memory of Christopher Hayland: Lieut. (died 14th Nov., 1817), after recording that deceased left "an affectionate wife and infant son to lament his loss," concludes:

Alas, he is not lost
But is gone before.

In the churchyard, a Monument is erected beside the footpath to the N.E. of the church inscribed:

HERE LIETH THE BODY OF
MRS. MARY BELL, WIFE OF DR. RICHARD BELL
WHO DEPARTED THIS LIFE THE
13TH OF MARCH, 1783.
AGED 17 YEARS.

ALSO THEIR TWO DAUGHTERS WHO DIED IN APRIL, 1783.
ONE AGED TWO YEARS THE OTHER THREE WEEKS.

The Doctor was evidently fond of children!

Another stone to the west of the church, a few feet from the path, is erected in memory of William Campbell Colson, aged 61 years (1836), and Henry Hall Hayward, aged seven months (1833). The epitaph ends:

Heaven gives us friends to bless the present scene
Resumes them to prepare us for the next
All evils natural, are moral goods,
All discipline, indulgence, on the whole.

Many interesting walks and expeditions can be made from St. George's, notably to the Barracks, which command a very fine view, and to St. David's Island.

Returning to Hamilton, the South Road can be joined either at Tucker's Town or at the Devil's Hole. The beach and natural arch at **Tucker's Town** merit inspection. The first place of interest reached is **Peniston's Pond** (2 miles), a brackish lake apparently separated from, but really com-

municating with, the sea by underground channels. Near by is the historic **Spanish Rock** inscribed :

F +
1543

which is shown to prove that the Portuguese Ferdinando Camelo (*see* page 43), to whom reference is made above, actually visited Bermuda. The military road between Tucker's Town and Spanish Rocks is claimed to be—and the Bermuda Almanack is quoted—an "unrivalled seaside drive."

Visitors to Bermnda wishing to explore the islands to the best advantage should, on arrival, put themselves in communication with the Bermuda Trade Development Board at Hamilton which is glad to furnish reliable information regarding the Colony.

Chapter IV.

THE BAHAMAS.

Expulsis piratis commercia restituta.
The Colony's Motto.

The Bahamas or Bahama Islands consist of a chain of coral islands with a total area of 4403½ square miles. They lie between latitude 21° 42′ and 27° 34′ N. and longitude 72° 40′ and 79° 5′ W., and extend from off the coast of Florida to the north of Haiti. They include twenty-nine inhabited islands and over 3000 islets and rocks. The principal islands are: New Providence (in which is the capital, Nassau), Abaco, Harbour Island, Eleuthera, Inagua, Long Cay, the Biminis, Cat Island, Ragged Island, Rum Cay, Exuma, Long Island, Grand Bahama, San Salvador, and Watling's Island, most of which are Ports of Entry; and Crooked Island, Acklin Island, Mayaguana, the Berry Islands, and Andros. Their population is 53,031.

The large islands are for the most part situated on the eastern edge of the plateau on which the archipelago rests, and rise precipitously from great depths of ocean averaging between 2000 and 2700 fathoms within a mile from the shore. On the west there is a vast submerged bank stretching from the Gulf Stream to within a few miles of the coast of Cuba over which the depth of water rarely exceeds four fathoms. On the south, between the islands of Long Island and Long Cay, there is a deep-water channel only forty miles wide, known as the Crooked Island Passage, through which vessels going to and from Canadian and North American ports and the Panama Canal pass.

New Providence lies on the south of the Providence Channel and is situated on the very edge of soundings, the depth of water within half a mile of Nassau Harbour being

1800 feet. Off its western and southern shores there lies an extraordinary body of deep water, known as the "Tongue of the Ocean," which separates New Providence from Andros. The larger islands all have the same general configuration. They are protected by long and dangerous reefs, shifting sand bores and coral heads, access to the land being obtained by tortuous passages and narrow openings navigable only by vessels of shallow draft. The land arises abruptly from the sea to a long narrow ridge, seldom more than 150ft. high, behind which is a marshy swamp, studded here and there with shallow pools and lagoons. Beyond these again rises another low ridge. The land is nowhere of great elevation, the highest point (in San Salvador) being only 240ft. high; while Grand Bahama is less than 40ft. above high-water mark. There are no minerals of any kind in the colony, and the only deposits of any commercial value are formed in the numerous caves in the shape of bat manure, locally known as Cave Earth, the exportation of which is prohibited. The islands, however, produce fairly good building stone (coral detritus), of which the more ambitious houses and edifices are built. The only river in the entire group is in Andros Island and that is little more than a creek.

INDUSTRIES. The chief industry is the collection of sponges, the value of the export of which is about one-half that of the entire exports from the colony. It is estimated there are about 165 schooners of from 7 to 37 tons burthen with an aggregate tonnage of 2925, and 402 sloops of from 3 to 15 tons burthen with an aggregate tonnage of 2529, engaged in the sponge fisheries of the Bahamas. Attached to these vessels are 2509 open boats, while the number of men and boys employed is 4983. In addition there is a large number of open boats unattached to any vessel, engaged in the gathering of sponges along the shores of some of the islands. There are about 334 men and women employed, principally in Nassau, in clipping, sorting, packing, and otherwise preparing the sponge for export. The cultivation of sisal hemp is increasing year by year, and, in spite of the fluctuations of price, is the great mainstay and support of the peasant proprietors of the colony. In 1920, 4,344,466lbs. of fibre, valued at £148,488, were exported, and the area under it was 35,000 acres. As a home industry the cultivation of sisal is capable of great expansion; but as an enterprise for the employment of capital on a large scale it has not proved satisfactory, owing to the shortage of labour. This shortage

is due to the high wages paid for agricultural labour in Florida. An American company has secured concessions for cutting pine lumber in Abaco, Andros, and Grand Bahama. It employs over 500 labourers. Bahamas pitch pine is the hardest and the heaviest known in the world. For flooring it is unequalled, but carpenters object to it as it is impossible to drive a nail into it without first boring a hole. An endeavour to establish Sea Island cotton industry has met with success. The pine-apple industry has languished, partly owing to the keen competition of Cuba and Hawaii, whose fruit is protected by the United States tariff and partly owing to depreciation of the soil and the need for fertilisers. There is one factory at Nassau operated by an American company, and one at Governor's Harbour, Eleuthera. On Exuma sheep flourish, and salt is produced by the evaporation of the water from brine on Ragged Island and elsewhere. Coco-nuts, too, thrive all through the islands, despite the hurricanes which occasionally sweep over them, and this industry is capable of expansion.

The values of the principal articles of export in 1920 were:

Sponges	£148,488	Lumber	£4,350
Pine-apples	7,924	Shell	25,872
Tomatoes	19,991		
Sisal	51,329		

The direction of trade in the same year was as follows:

	Imports.	Exports.
United Kingdom	£228,649	£39,741
Other British Possessions	93,502	11,693
Foreign Countries	768,066	222,181

FINANCE. The following table gives the revenue and expenditure and the imports and exports of the colony for the last ten years.

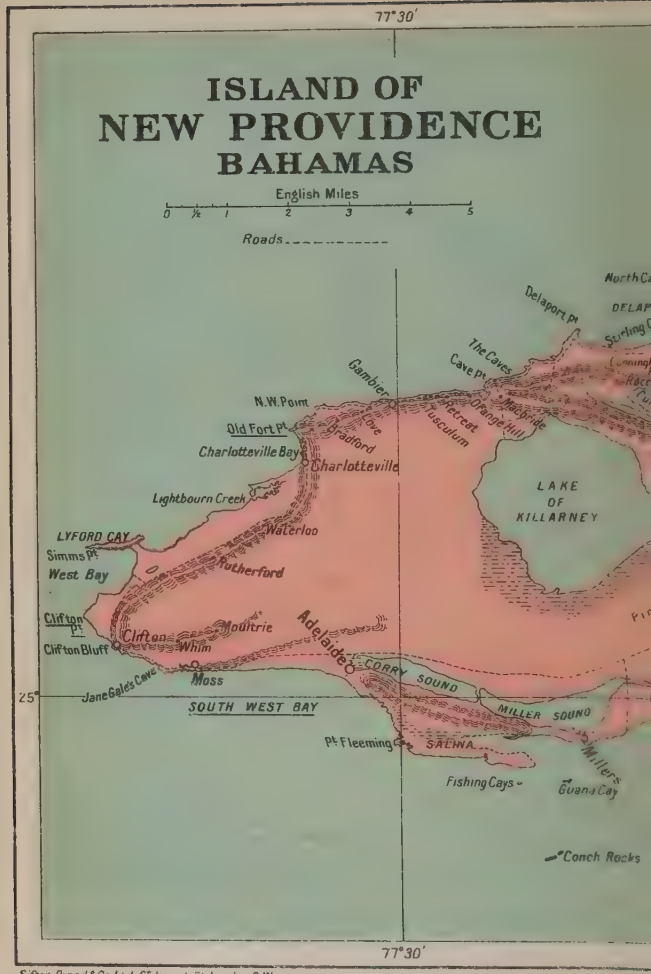
	Revenue.	Expenditure.	Imports.*	Exports.*
	£	£	£	£
1911–12	85,592	82,676	311,095	209,251
1912–13	97,574	88,077	358,111	276,115
1913–14	100,753	96,496	403,529	263,954
1914–15	76,911	102,203	367,524	223,291
1915–16	86,251	90,925	363,410	243,431
1916–17	90,472	97,213	475,067	332,679
1917–18	86,767	105,254	493,584	402,477
1918–19	107,479	98,236	367,180	278,171
1919–20	204,296	108,939	539,242	382,140
1920–21	254,019	220,813	1,090,217	300,407

* Calendar years 1911-20.

CLIMATE. The climate of the Bahamas is equable and extremely healthy. At Nassau the mean temperature during the first three months of the year is 71° Fahr., and during the hottest months only 82.4° Fahr., the mean temperature throughout the year being 77° Fahr. The lowest temperature in the last twenty years was 53° Fahr., and the highest 98° Fahr. During the winter months little rain falls, and the prevalent winds in winter blow from the north, north-east, and north-west for about thirty-six days out of ninety, and from the east about twenty days, while for the whole year there are only on an average eighteen days of calm. The colony is singularly free from malaria and no case of yellow fever has occurred in it for over thirty years. The birth-rate averages forty-two per thousand, and the death-rate twenty-four. This comparatively high rate is attributed to the fact that three-fourths of the population inhabit islands where there are no doctors and where a lamentable ignorance of the ordinary laws of sanitation prevails.

HISTORY. The Bahamas were discovered by Columbus, who landed in 1492 on San Salvador (now identified as Watling's Island), his first landfall in the New World. The original inhabitants, whom the discoverer called the Lucayans, were indolent, and were soon exterminated by the Spaniards, who sent most of them to work in the mines of Hispaniola (Haiti). The islands were first occupied by Bermudians. Settlers went to Eleuthera in considerable numbers from the Bermudas in 1647–1660 and some years later also to New Providence. In 1670 the islands were granted by King Charles II to the Duke of Albemarle and others as Lords Proprietors, who, however, on October 27th, 1717, surrendered the civil and military government to the Crown. Soon after the foundation of the colony it became one of the chief haunts of the Buccaneers, who degenerated into pirates and made the islands the base of their marauding expeditions and the scene of their debaucheries.

The Spaniards resented this and frequently raided and destroyed the English settlements; but it was not until 1718, when Captain Woodes Rogers, R.N., the rescuer of Alexander Selkirk from Juan Fernandez, was appointed Governor that piracy was suppressed. He caused no fewer than eight of the chief offenders to be hanged on one day. In 1782 a force of Spaniards captured Nassau and held it for some months; but in 1783 it was retaken by Colonel Deveaux of South Carolina in the manner described on page 68. In 1784 the population of the colony was more than doubled by the arrival of Loyalists from Georgia and Carolina with their slaves. These staunch men and true were given grants of land, and made admirable colonists. The subsequent history of the colony has been peaceful. During the American Civil War Nassau became the headquarters of blockade runners, and the colony enjoyed a period of unparalleled prosperity, the total volume of trade actually rising from £491,979 in 1860 to £10,019,510 in 1864. No fewer than 393 vessels entered, and 584 cleared for blockaded ports. Of these sixty-four are known to have been captured or sunk.



Sifton, Praed & Co. Ltd, St. James's St. London, S.W.

SALT CAY
Long Cay
Silver Cay
Brown Pt.
Bar Pt.
NASSAU
Fort Charlotte
Fort Fincastle
False or Hog Pt.
Bathing Beaches
Lighthouse
NASSAU HARBOUR
Shelly Bay
Sandy Pt.
HOG ISLAND
The Narrows
HANOVER SOUND
Spruce Cay
ATHOL I.
Potters Cay
Bleach
East Church
Fort Montague
Dick Pt.
Porgee Rocks
Blair
Hermitage
Creek Village
Blackbeards Tower
Camperdown
Winton
FOX HILL
Old Battery
East Pt.
Lighthouse
Farrington
Henzies
BLUE HILLS
Harrold's Pond
JONNY HILLS
Malcolm
Mermaids Pool
Bamboo Town
South Beach
Malcolm Creek
Long Pt.
25°
Cay Pt.
HARBOUR

CONSTITUTION. Like Barbados and the Bermudas, the Bahamas possess representative institutions without responsible government. By an Order in Council dated July 25th, 1728, a General Assembly with legislative powers was constituted. This Assembly met for the first time on September 29th, 1729. There is an Executive Council, consisting of the Governor, the Colonial Secretary, the Attorney-General and Receiver-General as *ex officio* members, and five unofficial members. Every member, other than an *ex officio* member, must vacate his seat after five years, but may be reappointed. The Legislative Council consists generally of nine members nominated by the Governor and confirmed by the Crown. The House of Assembly consists of twenty-nine members, elected for seven years on a most liberal franchise which amounts practically to manhood suffrage, there being in 1911 no fewer than 13,768 on the electoral roll.

Governors of the Bahamas since 1898.

Sir Gilbert T. Carter, K.C.M.G., R.N. . .	1898
Sir William Grey Wilson, K.C.M.G. . . .	1904
Sir George B. Haddon Smith, K.C.M.G. . .	1912
Sir William Allardyce, K.C.M.G.	1914
Major Sir H. E. S. Cordeaux, K.C.M.G., C.B. .	1920

ACCOMMODATION. Nassau. The *Colonial Hotel*, overlooking the harbour, has accommodation for 600 guests. Board and lodging, £1 0*s.* 10*d.* ($5) per day and upwards. *Hotel Royal Victoria* (owned by the Florida East Coast Hotel Company) can accommodate about 150 guests. *Hotel Nassau*, rooms only, £2 10*s.* ($12) to £4 3*s.* 4*d.* ($20) per week. *Hotel Allan*, rooms, 8*s.* 4*d.* ($2) to 16*s.* 8*d.* ($4) per day. Special terms per month. There are also numerous lodgings and boarding-houses where the rates vary from £2 1*s.* 8*d.* ($10) to £5 4*s.* 2*d.* ($25) per week. Several private families take in paying guests, and furnished houses can be leased. The local Development Board (Masonic Buildings) is always glad to afford information regarding accommodation, etc.

COMMUNICATIONS. The Bahamas can be reached in about three days, weekly in winter and fortnightly in summer, from New York, from Canada *via* Bermuda in eleven days every three weeks, and also from Jamaica, Cuba and Miami (Florida). (*See* Appendix I). They have no direct passenger steamer service with the mother country but can be reached *via* Halifax, N.S., Jamaica, New York and Miami (Florida). Communication between Nassau and several of the "out islands" is maintained by schooners and motor-vessels, subsidised by the Government to carry mails, passengers, and freight. New Providence was the first West Indian Colony to enjoy aerial communication and opportunities for aviation between Nassau, the "out islands" and Miami are available. Sailing and motor-boats can be hired by the day or season with competent men to manage them, and to arrange fishing parties, etc. Motor-cars are plentiful in Nassau, and people wishing to make a

complete tour of the island of New Providence can hire them from an ever-increasing number of proprietors.

There is a Government wireless station near Fort Charlotte ; but the " out islands " as yet have no telegraphic system.

SPORTS. The favourite pastime in Nassau is *lawn-tennis*, which is played on grass and " dirt " courts, numerous tennis tournaments being held in winter, notably under the auspices of the Nassau Lawn Tennis Club. The Florida East Coast Hotel Company has picturesque 9-hole *golf links* and a small Club House (subscription $25 for the season) near the Colonial Hotel and it is proposed to lay out an 18-hole course a little to the east of the town. Clock-Golf played over a miniature course with putters and irons only, was originated in Nassau by Dr. Casselberry. There are several *Cricket* Clubs and Rugby *Football* is played during the winter. Duck *shooting* can be indulged in on Lakes Cunningham and Killarney from November to April ; and wild pigeon afford good sport in the summer months. The sea *fishing* is varied and excellent and especially so round the " out " islands. The *bathing* off Hog Island (*see* page 69) is unsurpassable and *yachting* and *boating* can be enjoyed with perfect safety in the well protected harbour.

CLUBS. The members of the Nassau Club and the Porcupine Club extend hospitality to visitors suitably introduced. The Porcupine Club on Hog Island, overhanging the harbour, besides being a social club, makes excellent provision for bathing. All the " Charter members " are American. The subscription is $15 (£3 2*s.* 6*d.*) for two weeks, or $25 (£5 4*s.* 2*d.*) for the season.

SIGHTS. Nassau (population 12,554), the capital of New Providence, a town dating from 1729, is picturesquely situated on a gently rising coral strand at the north-east end of the island facing north, and on the shore of a harbour protected by the flat and narrow Hog Island. A recent visitor described the approach to it from the sea in the following terms :

> The ocean of deep sapphire suddenly changes to a lagoon of emerald green surrounded by shores of snow-white coral sand. Beyond, the white limestone houses of the town, intermingled with groves of graceful palms, and half concealed by gorgeous Poincianas, rise on a gentle slope against a sky of purest blue ; and again, as one strolls along the clean white streets, a surprise is in store at every turn ; now it is the graceful drooping bells of the Datura, a little later the delicate perfume from a hedge of Oleanders, in the distance the brilliant crown of a Poinciana ; and in almost every garden the Bougainvillea can be seen in all its glory.

The dredging of Nassau Harbour, a much needed improvement which is about to be undertaken, will enable all except the very largest steamers to enter the harbour.

On entering the harbour the steamer or tug passes the site of the old Fort Nassau, now occupied by the immense new hotel which has replaced the old Hotel Colonial that was completely destroyed by fire on March 31st, 1922. On this spot eight pirates were hanged on December 12th, 1718. At 10 o'clock on that day

they were led to the top of the rampart fronting the sea. Thence they were conducted down the ladder to the foot of the fort wall to the gallows, whereon a black flag was hoisted. They were allowed three-quarters of an hour under the gallows, which they spent in singing psalms.—*The History of the Pirates.*

The Customs formalities on landing at Rawson Square—so called after Sir Rawson W. Rawson, Governor from 1864 to 1869—are not by any means alarming, and American visitors in particular are generally agreeably surprised at the cursory nature of the examination of their personal effects which is made. Rawson Square is separated by Bay Street from the **Public Buildings,** that form three sides of a quadrangle, in the centre of which is a statue of Queen Victoria, unveiled by Sir William Grey Wilson, the then Governor, on May 24th, 1905. The centre building contains the Legislative Council Chamber with the **General Post Office** on the ground floor. In the former are paintings of King George III, Queen Victoria, and King Edward VII, and busts of Shakespeare, and the Duke of Edinburgh, who visited the colony in 1862. That of the poet was ordered to commemorate the tercentenary of his birth, and was unveiled in 1867 by Lady Rawson, who also unveiled the bust of King George V's uncle in 1868. The eastern wing contains various Government offices, while in the western wing is the House of Assembly.

Behind the General Post Office stands a huge silk-cotton tree (*Bombax ceiba*) which almost rivals in size the famous "Tom Cringle's" tree in Jamaica. This remarkable tree, whose branches spread out in some directions as far as 116ft., was introduced originally from South Carolina, and is the ancestor of all the other silk-cotton trees in the island. The huge buttress-like extensions of the stem are a remarkable provision by Nature to enable this immense tree to withstand hurricanes.

Immediately to the south of this tree are the **Law Courts.** To the south, again, stands an octagonal building which was once a prison and is now the **Public Library.** It has a very well equipped reading-room and museum, to both of which visitors are welcomed.

Bay Street is the chief thoroughfare of Nassau. It runs parallel with the sea front along the entire length of the town. On the north and sea side are the wharves and business premises of the merchants, and the Royal Bank of Canada, while on the south side are well-appointed stores or shops. The offices of the Chamber of Commerce, the Development Board, and the Masonic Temple of the Royal Victoria Lodge (No. 443) are also in this street. To the west, the street is diverted at the Colonial Hotel, and, passing round the back of that caravanserai, takes one to within a short distance of the historic **Fort Charlotte,** which stands on the rising ground about a quarter of a mile from the road, and commands the western entrance to the harbour. This old fort, called after Queen Charlotte, the consort of George III, is now surrounded by the golf links belonging to the hotel. It was built in 1788 by John Murray, fourth Earl of Dunmore, the last British Governor of New York and Virginia, and Governor of the Bahamas from 1786 to 1796. The centre and western portions, called Forts Stanley and D'Arcy respectively, were added at a later date. The fort contains many curious underground stairways, corridors and dungeons, which are now the home of innumerable bats ; one species of these is, as far as is known, only found in New Providence. Near by tower the masts of the wireless station.

The **Sponge Market** or Exchange at the foot of Frederick Street and on the harbour front should certainly be visited. The sponges, after being roughly cleaned and dried, are laid out in lots. The members of the Exchange first inspect them and make their bids on slips of paper. The successful bidder then removes his sponges in sponge-drays—large but lightly built crates carried on two-wheeled carts—to the sponge yards. In the offing lie many of the sponging boats which deposit their cargoes here. Bahamas' sponges can be obtained in England from the West Indian

Produce Association, 14, Creechurch Lane, London, E.C.

Of interest, too, is the old **Vendue House** at the foot of George Street and the end of Central Bay Street where in the old days the slave auctions were held. Built in 1800 it is now used as the telephone exchange.

Victoria Avenue is the name of a picturesque avenue of royal palms planted in 1904, by the members of the Imperial Order of the Daughters of the Empire in memory of her late Majesty Queen Victoria.

Government House, at the top of the hill behind the Colonial Hotel, called Mount Fitzwilliam, after Richard Fitzwilliam, Governor in 1733-1738, is reached by George Street, which runs at right angles to Bay Street at the east end of the Hotel Colonial. *En route* to it, **Christ Church Cathedral** on the left-hand side of George Street may be visited. It occupies the site of an older church, and was opened for divine service on April 19th, 1840, the foundation-stone having been laid by Sir Francis Cockburn, the then Governor of the Bahamas, in 1837. It is a plain building of stone. The see of Nassau was formed in 1861. Governor John Tinker (1738-1759), Lieut.-Governor James E. Powell (1784-1786) and Sir Henry Marr, of the 47th Regiment, were buried in the Cathedral. **Government House** was erected by Governor Halkett in 1801. The statue of Columbus standing half-way up a broad staircase in the gardens, which cover about eighteen acres, was modelled with the assistance of Washington Irving, and was presented to the colony by General Sir James Carmichael Smith.

Beyond Fort Charlotte the continuation of Bay Street takes one to **Old Fort** (11¾ miles from Nassau) and then **Clifton,** which boasts the only cliffs in the island. Still farther **South-west Bay** (15 miles from Nassau) is reached. Here the mail steamers land passengers when north-westerly gales render the harbour bar impassable. From this bay a drive of nineteen miles can be taken through the pine forests across the island to Nassau. A point of interest is the **Mermaid's Pool** beyond the Blue Hills in the heart of the forest; some stalactite caves are also worth visiting.

A pleasant drive can be taken to **Fort Montagu** (2¼ miles from Nassau). Built in 1742 by Peter Henry Bruce, an engineer sent out from England, it commands the eastern end of the harbour and overlooks the narrows between Hog and Athol Islands. This old fort which has long since been dismantled, formerly mounted eight 18-pounders, eight 9-pounders and six 6-pounders. It was on a spot a little to the east of the fort, which owes its name to the Duke of Montagu, that Colonel Deveaux, of the Royal Foresters of South Carolina, a dashing young officer barely twenty-five years of age, landed on April 14th, 1783, when he made his memorable descent on New Providence and bluffed the Spaniards into submission. The expedition was conducted entirely at his own expense, the remains of his fortune shattered by the war, then just concluded, being devoted to it. With a mere handful of volunteers embarked in two brigantines he sailed for Harbour Island and Eleuthera, where he collected some recruits ; but his force never exceeded 220 men, who had only about 150 muskets among them. The Spaniards in Fort Montagu were caught napping. Only one of their sentries was awake, and he was captured with a lighted match in his hand just as he was about to blow up the fort. Deveaux now took up a position on the ridge overlooking the works which commanded the town, and in order to make the Spaniards believe that he had a large force at his disposal, caused his men to be rowed backwards and forwards between the ships and the shore. On their way to the shore they stood up ; but as they were rowed back to the brigantines they hid below the gunwales. He also placed dummy soldiers on the heights, and, to terrorise the Spaniards, dressed up some of his men as Indians. The ruse answered admirably and the Spanish Governor, Antonio y Sanz, capitulated after only one round of shot had been fired from Deveaux' batteries. It is easy to imagine what his disgust must have been when he discovered how completely he had been hoodwinked.

Fort Fincastle, which stands on the ridge called Bennet's Hill, in the vicinity of the barracks to the east of East Street and overlooking the town, should be visited. It

THE QUEEN'S STAIRCASE, NASSAU, NEW PROVIDENCE

This curious flight of steps is cut out of the solid coral rock in a gorge, the sides of which are about 70ft. high

can be approached by the **Queen's Staircase,** a remarkable flight of steps, sixty-seven in number, cut out of the solid coral rock.

This quaint old fort, which takes its name from the second title of Lord Dunmore (*see* page 66), by whom it was built about 1793, is chiefly noteworthy on account of its peculiar shape, which bears a striking resemblance to that of an old-fashioned paddle-wheel steamer. It tapers fore and aft, if one may use that expression, while on either side are buttressed fortifications which strangely resemble sponsons. Like Fort Charlotte, Fort Fincastle is now used as a signal station, and the beflagged signal mast heightens the illusion. The view of the surrounding country from the battlements is very striking.

Those interested will also find remains of old forts and batteries at the western and eastern ends of New Providence, Blue Hills, South-west Bay, Charlotteville, or Old Fort, and Potter's Cay, and a water battery opposite Fort Charlotte.

Nassau is the only town in New Providence ; but there are outlying settlements at Fox Hill or Sandilands, Carmichael, Gambier and Adelaide.

The **Sea Gardens** at the eastern end of Nassau Harbour are a never-failing source of attraction to visitors. A glass-bottomed boat is chartered at Rawson Square, and through this can be seen in all their startling reality the wonders of life beneath the sea. The visitor gazes in amazement at a submarine garden decked with growing corals, some assuming the shapes of waving yellow feathers, and others those of purple fans, among which swim fishes of every size, shape, and hue, as one writer has aptly said, "like butterflies in a garden of brilliant flowers."

By those fond of bathing many enjoyable days can be spent on the north shore of **Hog Island.** Here there is an exquisite beach of firm white coral sand. This during the season is crowded with bathers who revel in the sea water, which rarely falls below 70° Fahr. in temperature. A visit to the "Beach" finds a place in the daily programme of most visitors, who for the modest fee of 1*s.* (25 cents) can secure a passage to and from Hog Island, the use of a

dressing-room, a luxurious bath and freshly picked oranges and grape-fruit *ad libitum*. The fruit is, in characteristic West Indian style, peeled and impaled on sticks, an arrangement which adds not a little to the comfort of the consumer.

By those who are fond of yachting or boating many pleasant and interesting excursions can be made to other islands—popularly known as "Out Islands"—of the Bahamas group. A trip through the Exuma Cays, for example, where one can sail for some sixty miles between wooded islets and cays in a depth of water seldom exceeding ten fathoms, is an ideal way of spending a few days. At **Bimini** there is a palatial County Club organised and conducted by American enterprise.

On reaching Nassau, visitors are recommended to call at the offices of the local Development Board at Masonic Buildings, where they will be able to obtain much useful and valuable information regarding the Bahamas.

Chapter V.

BARBADOS.

Et penitus toto regnantes orbe Britannos.

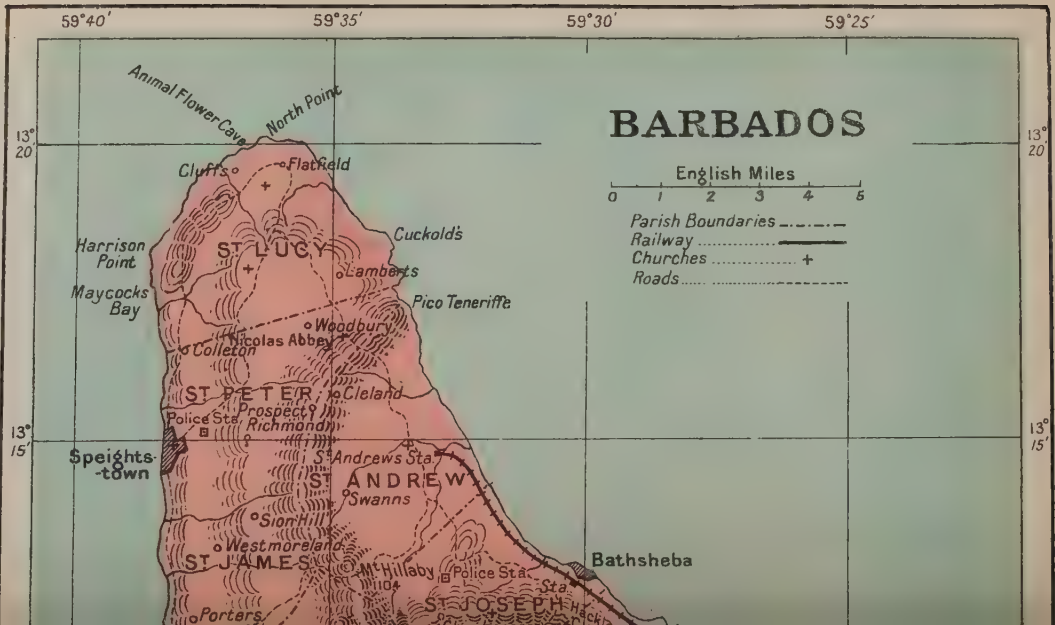
The Colony's motto, adapted from Virgil Eclogue 1, l. 67.

Barbados, which is situated in latitude 13° 4′ N. and longitude 59° 37′ W., is the most easterly of the West Indian islands. It is about 21 miles long by 14 broad, and its total area is 166 square miles, or rather larger than that of the Isle of Wight. Its population is 156,312, or over 940 to the square mile. With the exception of the Scotland District in the north-east, the island is of coral formation, and it is almost encircled by coral reefs, which in some parts, as, for example, off St. Philip, extend nearly three miles to seaward, and prove dangerous to navigation. The island is very flat, but it rises in terraces to a ridge in the parish of St. Andrew, culminating in Mount Hillaby, the highest point, 1105 feet high. The Scotland District, which is enclosed in a semicircular sweep of the ridge in the north-east, is composed of sandstone, clays, and radiolarian and foraminiferal marls. The soil of the rest of the island, though remarkably fertile, has very little depth, and has undoubtedly been in part formed by successive eruptions of the Soufrière in St. Vincent, whose ashes, carried by an upper current of air for nearly one hundred miles, fell as recently as 1902 over the island. The first recorded fall occurred during the eruption of May, 1812. It caused the greatest consternation, and is still talked of as the fall of "May Dust." Barbados has no natural harbour, though the open roadstead of Carlisle Bay on the

west is well sheltered, and there is a small inner harbour or Careenage protected by the Mole head, a structure of masonry. The island has no streams to speak of, owing to the porous nature of the soil, which permits the water to percolate the coral rock till it forms numerous subterranean channels and wells. These streams eventually find their way into the sea below the low-water mark, and at Freshwater Bay on the leeward coast, when one is bathing, the sand is forced up under the feet by the fresh water. The island is divided into eleven parishes: St. Michael (in which Bridgetown, the capital, is situated), Christ Church, St. Philip, St. John, St. Joseph, St. Andrew, St. Lucy, St. Peter, and St. James, with St. Thomas and St. George in the centre.

INDUSTRIES. The principal industry of Barbados is sugar, which began to be manufactured successfully in the island about the middle of the seventeenth century. Barbados was the first place in the British dominions in which the sugar-cane was planted. Much of the cane juice is now manufactured into what is known as Fancy Syrup, which is marketed in Nova Scotia and New Brunswick. The area under sugar-cane cultivation is about 74,000 acres, and taking 315 gallons of syrup as equivalent to a ton of sugar, about 50,000 tons of sugar are secured from half that acreage every year. The Sea Island cotton industry was revived in 1902 with success, and the acreage under this form of cultivation amounts to nearly 2000 acres, from which about 900,000 lbs. of lint are raised. The Chinese or Dwarf Banana (*Musa Cavendishii*) was also cultivated for export when shipping facilities were available, and in some years before the Great War 40,000 bunches of bananas were exported from one hundred acres of land. Manjak or glance pitch was for some years exported from several mines near the College estate to the extent of about 500 tons per annum; but the best mines have now been worked out and closed. Petroleum has been proved to exist in Barbados, and the West Indian Petroleum Company incurred considerable expense in boring for oil. A survey of the island was made by Mr. Cunningham Craig in 1912, and boring operations are being conducted by the British Union Oil Company, whose offices and warehouse are in Bay Street. The principal exports in the year 1920 were as follows:

Sugar . .	tons	34,736	value	£1,859,616
Fancy Molasses	gals.	5,120,575	,,	£1,066,786
Choice Molasses	,,	1,243,109	,,	£217,544
Cotton . .	lbs.	149,980	,,	£16,314


59°40′
59°35′
59°30′
59°25′
13° 20′
13° 15′
BARBADOS
English Miles
0 1 2 3 4 5
Parish Boundaries
Railway
Churches
Roads
Animal Flower Cave
North Point
Cliffs
Flatfield
Harrison Point
Cuckold's
ST LUCY
Lambert's
Maycocks Bay
Pico Teneriffe
Woodbury
Nicolas Abbey
Colleton
ST PETER
Cleland
Prospect
Police Sta.
Richmond
Speightstown
St Andrews Sta.
ST ANDREW
Swanns
Sion Hill
Westmoreland
ST JAMES
Mt Hillaby
Police Sta.
Bathsheba
Sta.
ST JOSEPH
Porters

Sifton, Praed & Co. Ltd St James's St. London, S.W.

The direction of trade in the same year was :

	Imports.	Exports.
United Kingdom	£1,559,498	£1,083 420
British Colonies	£1.557,495	£2,079,424
Foreign Countries	£2,008,544	£1,218,042

FINANCE. Below is a comparative table showing the revenue and expenditure, and the imports and exports of Barbados, for the last ten years :

Year.	Revenue.	Expenditure.	Imports.*	Exports.*
	£	£	£	£
1911–12	221,906	215,697	1,593,710	1,005,931
1912–13	234,126	230,339	1,465,431	1,085,569
1913–14	214,865	222,177	1,353,059	856,618
1914–15	223,091	236,795	1,300,073	915,009
1915–16	212,484	227,009	1,270,154	1,181,986
1916–17	311,303	242,605	1,851,054	2,207,257
1917–18	399,969	456,303	2,255,278	2,190,114
1918–19	347,497	347,817	2,956,006	2,480,646
1919–20	420,136	351,851	3,893,458	3,305,382
1920–21	454,284	508,390	5,145,537	4,865,780

* For calendar years 1911–1920.

CLIMATE. Barbados is undoubtedly the healthiest of all the West Indian Islands. The temperature, as a rule, varies from 75° Fahr. to 83° Fahr. ; the island enjoys the full benefit of the north-east trade-winds, and in the winter months the minimum mean temperature at night falls as low as 63° Fahr. The annual rainfall varies from about 50 to 70 inches. The rainy season sets in about the beginning of June and lasts until the end of October. On the windward side, the climate is especially invigorating, and the island is much patronised by residents in neighbouring colonies as a health resort. The birth-rate is about thirty-six and the normal death-rate not more than twenty-six per thousand.

HISTORY. The actual date of the discovery of Barbados is uncertain, but it is said that it was visited by some Portuguese in 1536, who called the island " Los Barbudos " after the bearded fig-trees which they found there, and left behind them a stock of pigs. It was not until 1605 that the British took possession of the island. In that year the crew of a vessel called the *Oliph Blossome*, fitted out by Sir Oliph Leigh with stores and settlers for Guiana, landed on the leeward coast and erected a cross, inscribing on a tree near by, " James K. of E. and of this Island." The actual settlement

was not, however, effected until twenty-one years later, when Sir William Courteen, a wealthy London merchant, hearing glowing accounts of Barbados from the crew of one of his vessels, which was compelled, through stress of weather, to touch there on the way from Brazil, decided to equip an expedition and send out settlers to it. This he did under the protection of the Earl of Marlborough, who received the promise of a patent which covered Barbados. Sir William Courteen's ship, the *William and John*, reached Barbados in 1626 with about forty emigrants, who landed and founded Jamestown or Hole Town, near the spot where the first landing was made. Though authorities have hitherto given the end of 1624 or the beginning of 1625 as the date of the arrival of the party, a search of the island records has made it sufficiently clear that 1626 is actually the year from which the settlement of Barbados dates.

On September 13th, 1625, the island was included in the commission given to Warner, the coloniser of St. Kitts, his patron being the Earl of Carlisle, who, two years later, obtained from Charles I a grant of nearly all the Caribbean Islands. The Earl of Marlborough opposed it vigorously ; and the matter was compromised by Lord Carlisle agreeing to settle on him and his heirs an annuity of £300. All went well for a year, and then, while Lord Carlisle was absent on a mission, Sir William Courteen induced the Earl of Pembroke to lay claim to the island. The Earl was successful in obtaining a grant of it, but Lord Carlisle returned, and was reinstated. This nobleman then took active steps to strengthen his position. He offered land to private adventurers, and allotted 10,000 acres to nine London merchants. Sixty-four settlers landed under Wolferstone and proceeded to found St. Michael's Town, now Bridgetown. They became known as the Windward men, as opposed to Sir William Courteen's settlers, who were called the Leeward men, and in 1629, after a bitter struggle, the latter were overpowered. Lord Carlisle died, deeply involved, in 1636, leaving the Caribbee Islands in trust for the payment of his debts, with remainder to his son and heir. The latter transferred his interest to Lord Willoughby of Parham for twenty-one years. Lord Willoughby, soon after his arrival in the island, caused an Act to be passed acknowledging the King's right to dominion over Barbados, and this Act also recognised his own position.

Many Royalist families found shelter in Barbados, and the island offered a stout resistance to the forces of the Commonwealth. Cromwell accordingly despatched to it a fleet of seven ships, under Admiral Sir George Ayscue. After a stubborn defence the Royalists yielded on honourable terms, which were embodied in " Articles of Agreement " signed on January 11th, 1652. Lord Willoughby was compelled to relinquish the government, and in the following years the population was swelled by Scotch and Irish exiles and " unruly men " who were to be sold as white servants for seven years. At the Restoration thirteen gentlemen of Barbados were created baronets in consideration of their sufferings and loyalty during the Civil War. Lord Willoughby agitated for a revival of his rights,

and on June 13th, 1663, the Privy Council decided that half the annual profits derived from Barbados should go to him for the rest of his lease, with remainder to the Government, and one half towards the discharge of the Marlborough claim and to the payment of £500 a year to the heirs of Carlisle. After the discharge of all liabilities, the heirs of Lord Carlisle were to receive £1000 per annum. For the purpose of raising this money a duty of 4½ per cent. was imposed on all exports from the island. This was a constant source of grievance to the inhabitants, who in 1832 complained that they had through it been mulcted of no less a sum than £6,000,000. In 1834 the Legislature of Barbados passed an Act remitting the duty ; but it was not finally abolished until 1838, when it was repealed by an Act of the Imperial Government.

CONSTITUTION. Barbados possesses representative institutions without responsible government. They date from the Royal Charter of Charles I, June 2nd, 1627, and were confirmed by the Commonwealth in the articles of surrender of the island signed on January 11th, 1652. Next to the House of Commons and the House of Assembly in Bermuda, the Barbados House of Assembly is the most ancient legislative body in the British dominions. The Government now consists of a nominated Legislative Council of nine members, and a House of Assembly, consisting of twenty-four members elected annually by the people on the basis of a moderate franchise. At general elections to the latter body there is frequently no contest, a fact which speaks volumes for the contented state of the inhabitants, who prefer to devote their time to the development of the island rather than to political strife, an example which might with advantage be followed elsewhere. The executive functions of the Government are performed by an Executive Council which consists of the Governor, the Colonial Secretary, and the Attorney-General *ex officio*, and such other persons as may be nominated by the King, and an Executive Committee which consists of the Members of the Executive Council, one Member of the Legislative Council, and four Members of the House of Assembly nominated by the Governor. This Executive Committee introduces all money votes and Government measures and prepares the Estimates.

Governors of Barbados since 1892.

Sir James S. Hay, K.C.M.G.	1892
Sir Frederic M. Hodgson, K.C.M.G., V.D.	1901
Sir Gilbert T. Carter, K.C.M.G.	1904
Sir Leslie Probyn, K.C.M.G.	1911
Lieut.-Colonel Sir Charles O'Brien, K.C.M.G.	1918

ACCOMMODATION. Bridgetown. The *Hotel Pomeroy*, Hastings, 2¼ miles from Bridgetown. Tram-cars pass near grounds, 4*d*. from town, cabs 3*s*., carriages (3 persons) 5*s*., motors 6*s*. to 8*s*. A good and airy hotel conducted on the American system, (solid stone), tennis, dancing, good sea-bathing, also golf near the Hotel. Board

and lodging from 12*s.* 6*d.* to 25*s.* per day. The *Balmoral Hotel*, also at Hastings, about the same distance from Bridgetown. Board and lodging from 10*s.* 5*d.* per day. The *Ice House Hotel*, Lower Broad Street, Bridgetown, near the harbour. Board and lodging 12*s.* 6*d.* per day. *Hotel Hastings*, Hastings, near Hotel Pomeroy. Board and lodging: under a week 10*s.* 5*d.* per day, monthly £3 2*s.* 6*d.* per week. Special arrangements can be made for a longer stay. *Bay Mansion*, conveniently situated in Bay Street, Bridgetown. Board and lodging 8*s.* 4*d.* per day. *Hotel St. Lawrence*, 4 miles from Bridgetown, near St. Lawrence Chapel and Christ Church. Board and lodging 12*s.* 6*d.* to 16*s.* 8*d.* per day. £4 3*s.* 4*d.* to £5 4*s.* 2*d.* per week. Tram-cars pass within walking distance of the hotel. Private houses can be rented at Hastings and along the St. Lawrence coast, where the bathing is excellent, and elsewhere for from about £6 per month and upwards.

The Crane, St. Philip. The *Crane Hotel*, on a cliff by the sea, 13 miles from Bridgetown. Reached by railway, motor-car, or carriage. Board and lodging from 12*s.* 6*d.* to 18*s.* 10*d.* per day. Special rates for families or large parties.

Bathsheba, St. Joseph. *Atlantis Hotel*, beautifully situated. Train stops quite near the door, 20 miles from Bridgetown by rail—1st class fare 3*s.*, 3rd 1*s.* 4*d.* Distance by road 13 miles, carriage, motor-cars, etc., charge 30*s.* to 40*s.* Board and lodging 8*s.* 4*d.* per day, £2 18*s.* 4d. per week, £11 13*s.* 4*d.* per month. *Beachmont Hotel*, near the Atlantis and five minutes' walk from Bathsheba Station. Board and lodging, for one week or more at the rate of 8*s.* 6*d.* to 12*s.* 6*d.* per day. For less than one week 10*s.* 6*d.* to 12*s.* 6*d.* per day. Special terms for families or persons staying for one month or more.

Speightstown, St. Peter. *Ebenezer House*, conveniently situated, 12 miles by road from Bridgetown. Motor and omnibus service to town and back each day at rate of 1*s.* a head. Meals supplied at 3*s.* each, or 8*s.* 4*d.* per day. Special arrangements may be made for week or longer. A good place at which to break a journey on way to Animal Flower Cave or St. Nicholas Abbey.

COMMUNICATIONS. Barbados can be reached from England (direct) in 12–13 days, from Canada in 12 days, and from United States (direct) in 5 days. (*See* Appendix I). Steamers anchor in the roadstead of Carlisle Bay, while boats and launches enter the Careenage, as the harbour is called. The tariff for boats is: from the wharf to any vessel 1*s.* a passenger; with one or two passengers and return including a wait of a quarter of an hour 1*s.* 8*d.* each or for half an hour 2*s.* Between sunset and sunrise the boatmen are entitled to charge double fare. On days of the arrival and departure of passenger steamers the boats, many of which are named after celebrities, are in great demand.

Motor-cars and carriages are obtainable in Bridgetown from Messrs. Burton and Co., Pinfold Street, W. W. Watkins, George Street, and Johnson's Stables and Garage, Coleridge Street. Motors can be hired by the hour or day to carry four or six passengers.

They can also be obtained from Chelsea Garage, Ltd., Ward and Co., Coleridge Street and others. The usual charge for motor-cars is at the rate of 1*s.* per mile for 4-seater cars and 1*s.* 3*d.* a mile for 6-seaters. On arrival of tourist steamers arrangements can be made for a drive costing from $3 to $4 a passenger. Carriages can be hired for the week for $18 and motor-cars for $30.

A Railway (2ft. 6in. gauge) owned by the Barbados Government runs across the southern part of the island and up the Windward Coast to St. Andrew's (24 miles). The whole journey takes two hours. On Sundays and Wednesdays there is an early morning train, and on Mondays, Fridays and Saturdays an early afternoon train to St. Andrew's. On Sundays and Wednesdays the train returns to Bridgetown in the evening. On Mondays, Fridays and Saturdays there is an early morning train from St. Andrew's to Bridgetown. A list of the first and third-class fares (there is no second class) and stations with their distances from Bridgetown is given below :

Stations.	Miles from Bridgetown	First Class. cents.	Third Class. cents.
Rouen	2¼	12	6
Bulkeley	5½	24	12
Windsor	6¾	28	14
Carrington	9	36	18
Sunbury	10	40	20
Bushy Park	11	40	20
Three Houses	12¾	44	22
College Siding (Halt)		—	—
Bath	15¾	56	28
Martins Bay (Halt)		64	28
Bathsheba	19¾	72	32
Joes River (Halt)		72	36
St. Andrew's	24	72	36

Children under three years free; over three years and under twelve years, half fare.

LOCAL FARES PER SECTION.

First Class	8c.	Maximum Fare	$ 72
Third Class	4c.	,, ,,	36

At the " Halts " trains stop to set down passengers on notice being given to the guard, and passengers may also be taken up at these places. Special trains are run as required to Bathsheba, etc., on the pretty north-east coast, making the journey in much shorter

time than the ordinary trains which stop at all stations. Full particulars can be obtained from the General Manager, Bridgetown Station, Barbados.

Bridgetown and Speightstown are kept in touch with one another by a service of smart schooners, as well as by road.

SPORTS. There are many *cricket* and *football* clubs, including the Wanderers, the Pickwick, the Windward, and the Spartans. The Lodge School, Harrison College and Combermere School also have clubs. There is a Country Club where lawn-tennis is played in the Rectory grounds, St. Peter. Nearly every house in town and country has a well-kept lawn, where either *lawn-tennis* or *croquet* is played. There are several lawn-tennis clubs, notably Belleville, Strathclyde, Bulkeley, and the Savannah, where play is above the average. *Polo* is played twice a week on the Garrison Savannah ; and under the auspices of the Barbados Turf Club, which is affiliated to the Jockey Club of England, race meetings are held periodically.

There are private *golf links* at Codrington College, " Porters " and " Kent," and the Savannah has been leased to a sports club, which encourages racing, polo, lawn-tennis, and golf, the clock-tower being now the club-house of the Savannah Club. *Sailing* boats can be hired. Good line *fishing* can be had, as well as trolling for Barracouta with rod and line from sailing boats ; and the *bathing* is excellent at the Engineer's Pier, Villa Franca, Warsaw, Worthing, the Crane, and Freshwater Bay.

CLUBS. The *Bridgetown Club*, on the top floors of the handsome building of the Barbados Mutual Life Assurance Society in Beckwith Place, is one of the best social clubs in the West Indies and is open to visitors on introduction by a member. So too is the *Union* on the second floor of the Ice House Hotel in Lower Broad Street. The *Savannah Club*, on the Garrison Savannah referred to above, is also very hospitable. The club-house has a reading-room, drawing-room, card-room, etc. A Ladies' Club—known as *" The Ladies' Lyceum Club "*—was formed in 1912 with premises in Bridgetown, and is well patronised. The *Y.M.C.A.* has its rooms in Trafalgar Square.

Visitors are also admitted to the Free Library in Coleridge Street. The building was the gift of Mr. Andrew Carnegie, and the large collection of books which used to be kept in the Public Buildings was removed to it in 1906.

SIGHTS. The first view of Barbados generally causes tourists who have pictured in their minds the beauties of tropical scenery some little disappointment. They see a long, greyish shore, relieved only here and there by tall palm-trees, waving casuarinas (*Casuarina equisetifolia*), and an occasional aermotor. The island to the left as one faces the shore is **Pelican Island,** on which the quarantine station is situated, while on the right is **Needham's Point.**

As there is no harbour accommodation for them, steamers visiting the port of Bridgetown lie in Carlisle Bay, an open roadstead which owes its name to the Earl of Carlisle, to whom Charles I granted the island in 1627. The wharf is reached by launch or shore boat, which enters the Careenage, a harbour of modest dimensions, the entrance of which is protected by a mole terminating in the " mole-head." At the bend of the Careenage are two bridges the first being the **Chamberlain Bridge,** erected after the hurricane of 1898, which destroyed its predecessor. Over this bridge runs the horse-tram from Bridgetown to Hastings and St. Lawrence which passes along Bay Street and through the Savannah. The **Customs Department,** the **Harbour Master's Office** and **Chamber of Commerce** are on the wharves.

Bridgetown, the capital (population 16,648), is hot and dusty. It derives its name from an Indian bridge which the first settlers found where the Chamberlain Bridge now is, and was called in its early days " The Bridge."

Père Labat, who visited the town in 1700, described it as handsome, with straight, wide, clean and well laid out streets. He wrote :

" The houses are well built in the style of those in England with many glazed windows ; they are magnificently furnished. In a word the whole place has an appearance of cleanliness, gentility and wealth which one does not find in the other islands. . . . The shops and merchants' warehouses are filled with all that one could want from every part of the world. One sees a number of goldsmiths, jewellers, clock-makers and other artificers ; . . . the largest trade in America is carried on here. . . . It is said that the climate of the town is not good and that the swamp near by renders the place unhealthy. I never noticed this from the complexion of the inhabitants which is beautiful—especially that of the women. The place swarms with children, for every one is married and the women are very prolific."

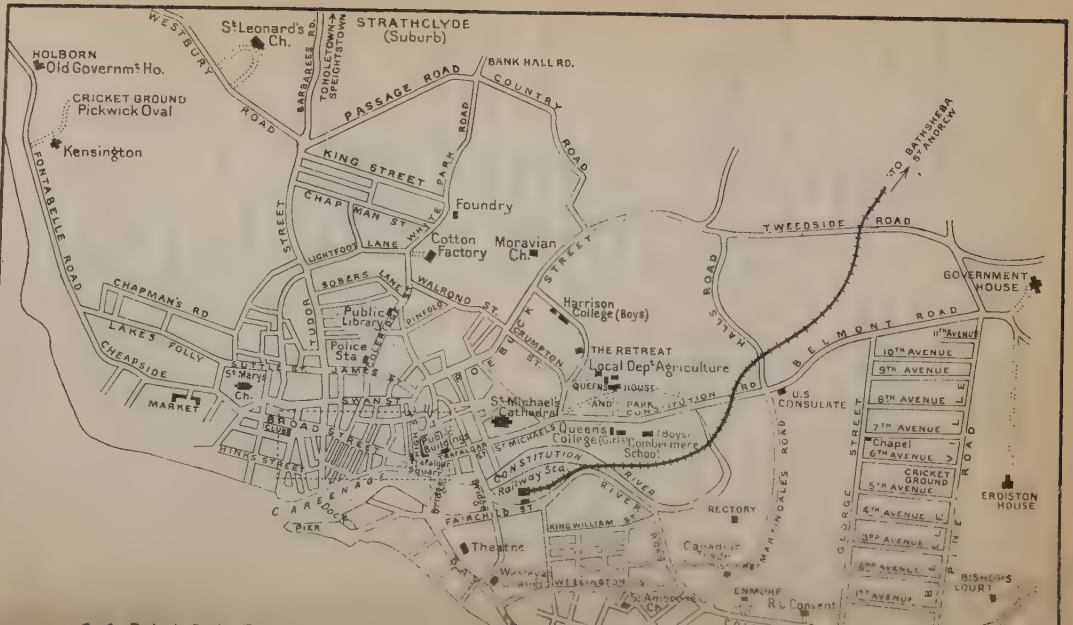
The chief shopping centres are in Broad, High, Roebuck and Swan Streets, where the " stores "—as the shops are called—are quite as good as those in many provincial towns in the mother country. On mail days and on Friday, which is known as planters' day, when planters flock into the town to discuss matters with their attorneys, the streets

are particularly animated. The principal residential centres are in the suburbs of Belleville and Strathclyde.

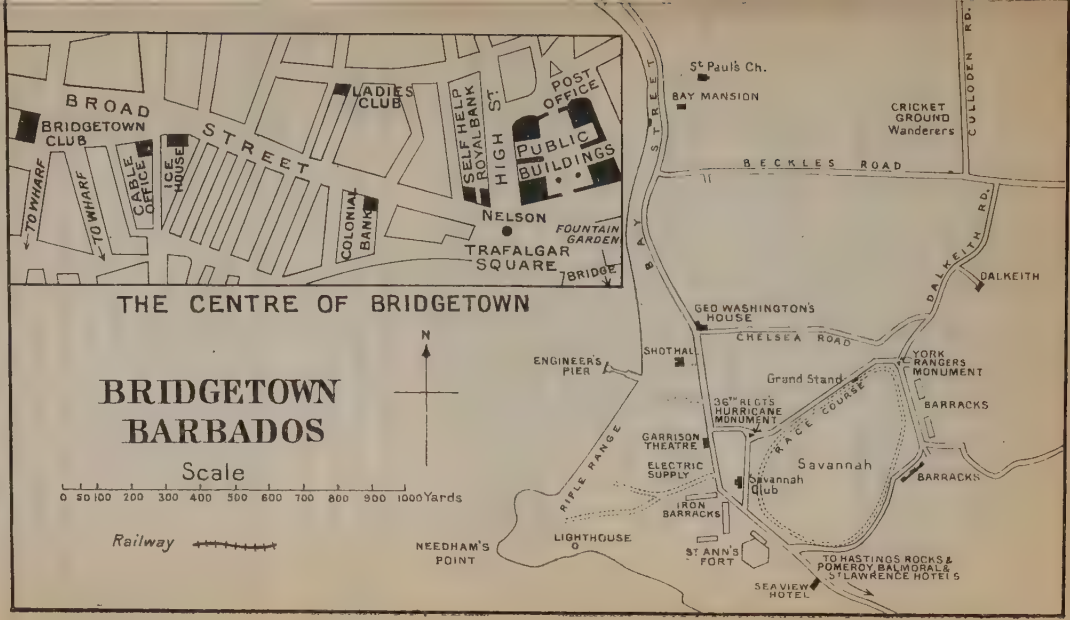
The chief thoroughfare is **Broad Street,** at one end of which is **Beckwith Place** (so called after Sir George Beckwith, K.B., Governor 1808 to 1814), and at the other Trafalgar Square. The former is overlooked by the handsome building of the **Barbados Mutual Life Assurance Society,** erected in the nineties at a cost of £30,000. The Bridgetown Club occupies the whole of the second floor.

The **Fountain** in Beckwith Place was the gift of Mr. John Montefiore. Behind the Barbados Mutual building are the **Jubilee Gardens,** laid out to commemorate Queen Victoria's Diamond Jubilee, and **St. Mary's Church,** which stands near the site of the first place of worship erected by the earliest settlers. The **Public Market** is in Cheapside, a little way beyond these gardens. Beyond Cheapside is the Fontabelle Road off which is the Pickwick Oval and a few minutes' walk takes one to the interesting old house known as **Holborn,** which was for a while the residence of the Governor. The **Cable Office** of the West India and Panama Telegraph Company is at the corner of Lower Broad Street and McGregor Street.

Trafalgar Square, which was formerly called the " Green," contains one of the earliest statues erected to the memory of Lord Nelson. It was once claimed to be quite the first, but an earlier one was erected in Montreal in 1808. News of the hero's victory and death reached Barbados on December 20th, 1805 ; there was a brilliant illumination three days later to celebrate the victory, while on January 5th a funeral sermon was preached at St. Michael's Church on the death of the hero. Subscriptions were invited towards the erection of the statue, and £2,300 was subscribed in a few weeks. The Green was purchased for £1,050, towards which sum the Legislature contributed £500. The statue, which is of bronze, and represents the Admiral in full uniform, was erected on March 22nd, 1813. Lieut.-General Sir George Beckwith, the Governor of Barbados, who had already laid the first stone of the pedestal on February 24th in that year, performed the ceremony of unveiling. The inscription on the pedestal runs :



STRATHCLYDE
(Suburb)
St Leonard's Ch.
HOLBORN
Old Governmt Ho.
CRICKET GROUND
Pickwick Oval
Kensington
WESTBURY ROAD
BARBAREES RD.
TOHOLETOWN
SPEIGHTSTOWN
PASSAGE ROAD
BANK HALL RD.
COUNTRY ROAD
KING STREET
PARK ROAD
CHAPMAN ST
WHITE
Foundry
LIGHTFOOT LANE
Cotton Factory
Moravian Ch.
FONTABELLE ROAD
CHAPMAN'S RD
LAKES FOLLY
CHEAPSIDE
MARKET
SOBERS LANE
WALROND ST.
TUDOR STREET
Public Library
PINFOLD
Police Sta
JAMES ST
SUTTLE ST
St Marys Ch.
SWAN ST
BROAD STREET
HINKS STREET
CLUB
Public Buildings
Trafalgar Square
CAREENAGE
DOCK
PIER
Bridge
Bridge
FAIRCHILD ST
Theatre
Wesleyan Ch.
WESTLINGTON
BOIEBUCK STREET
CRUMPTON ST.
Harrison College (Boys)
THE RETREAT
Local Dept Agriculture
QUEENS HOUSE
AND PARK
CONSTITUTION RD
St Michael's Cathedral
Queens College (Girls)
(Boys) Combermere School
CONSTITUTION RIVER
Railway Sta.
KING WILLIAM ST
RECTORY
Canadian
ENMORE
R.C. Convent
HALLS ROAD
TWEEDSIDE ROAD
TO BATHSHEBA
ST ANDREW
BELMONT ROAD
U.S. CONSULATE
MARTINDALES ROAD
GEORGE STREET
GOVERNMENT HOUSE
11TH AVENUE
10TH AVENUE
9TH AVENUE
8TH AVENUE
7TH AVENUE
Chapel
6TH AVENUE
CRICKET GROUND
5TH AVENUE
4TH AVENUE
3RD AVENUE
2ND AVENUE
1ST AVENUE
VILLE
PINE ROAD
ERDISTON HOUSE
BISHOPS COURT


BROAD STREET
BRIDGETOWN CLUB
TO WHARF
TO WHARF
CABLE OFFICE
ICE HOUSE
LADIES CLUB
SELF HELP
ROYAL BANK
HIGH ST.
POST OFFICE
PUBLIC BUILDINGS
COLONIAL BANK
NELSON
FOUNTAIN
TRAFALGAR SQUARE
BRIDGE
THE CENTRE OF BRIDGETOWN
BRIDGETOWN
BARBADOS
Scale
0 50 100 200 300 400 500 600 700 800 900 1000 Yards
Railway
N
St. Paul's Ch.
BAY MANSION
BAY STREET
CULLODEN RD.
CRICKET GROUND
Wanderers
BECKLES ROAD
DALKEITH RD.
DALKEITH
GEO. WASHINGTON'S HOUSE
CHELSEA ROAD
SHOTHAL
ENGINEERS PIER
YORK RANGERS MONUMENT
Grand Stand
RACE COURSE
36TH REGTS HURRICANE MONUMENT
BARRACKS
GARRISON THEATRE
ELECTRIC SUPPLY
Savannah
Savannah Club
BARRACKS
RIFLE RANGE
IRON BARRACKS
LIGHTHOUSE
NEEDHAM'S POINT
ST. ANN'S FORT
TO HASTINGS ROCKS & POMEROY, BALMORAL & ST. LAWRENCE HOTELS
SEA VIEW HOTEL

To the Memory of
HORATIO LORD VISCOUNT NELSON, K.B.,
Vice-Admiral of the White,
The Preserver of the British West Indies
In a moment of unexampled peril;
The Hero, whose various and transcendent merits,
Alike conspicuous in address, decision, action and achievement
Throughout his whole unparalleled career of glory
No powers of language can sufficiently delineate,
THIS STATUE
was erected by
The grateful inhabitants of Barbados,
On a spot of ground appropriated to it
By a public grant of
The Colonial Legislature.
In accordance with the solicitations of a select Committee,
That so sincere though humble a tribute
Of esteem, admiration, and gratitude to their
Illustrious Deliverer
Might be rendered more congenial
To his generous and exalted spirit,
From the hand of one,
Himself a Hero and a Benefactor to this country,
The first stone of the Pedestal was deposited by
His Excellency Lieutenant-General SIR GEORGE BECKWITH, K.B.
The Beloved and Patriotic Governor of Barbados,
And Commander of the Forces in the Leeward Islands
February 24th, A.D. 1813.
Esto Perpetua!

On the occasion of the Nelson centenary on October 21st, 1905, Trafalgar Square was again the scene of great rejoicings. The statue was decorated with flowers by day and illuminated at night, and the populace celebrated the event in a suitable manner.

The **Public Buildings,** which form an imposing group in Trafalgar Square, are substantially built of coral rock hewn locally, the style being a modification of the Italian Renaissance, the open arcades having Gothic instead of the usual rounded arches. They were erected from the designs of Mr. J. F. Bourne, Superintendent of Public Works, and opened in 1874. In the western wing, which is divided from the eastern by a drive studded with palms and other tropical trees, are shown the Council and Assembly chambers. The latter have stained glass lunette windows, containing portraits of the sovereigns of England from James I

—during whose reign Barbados was first settled (*see* page 74) —to Victoria. In the Lobby there are paintings of the Hon. A. J. Pile and the Hon. T. Yearwood, late Speakers ; Sir John Sealy and W. M. Howard,* Members of the House of Assembly ; also engravings of the Hon. J. B. A. Lynch, Thomas Gill and Charles T. Cottley ; and a bronze bust of Sir Conrad Reeves, a former Chief Justice and an eloquent member of the House of Assembly. In the windows of the Council Chamber are the coats-of-arms of successive Presidents of the Council and Speakers of the House of Assembly. There are also portraits on the walls of two of the Earls of Harewood, whose family have long owned property in the islands, besides one of Governor Sir James Lyon, K.C.B., the inscription on which records that it was painted at the expense of the ladies of Barbados ; and one of the Hon. William Bishop, President of Barbados in 1800. In the eastern wing are the **Post Office** (overlooking Palmetto Square) and the offices of various Government departments.

In the enclosure between the two wings is a " Bearded Fig " tree (*Ficus Barbadensis*), planted in 1905 by Lady Carter on the occasion of the celebration of the tercentenary of England's taking possession of the island. The small garden to the east of the buildings is known as the **Fountain Garden.**

The rooms of the **Women's Self-Help Association** in Trafalgar Square are a popular resort of visitors. The Association, which was started in 1907 by Lady Carter, the wife of the then Governor, with the support of the ladies of Barbados, does a useful work in relieving distressed gentlefolk. There is a sale-room, where the work of the members, including embroidery, Island pottery, old jewellery, photographs, postcards, etc., can be purchased, in addition to luncheon, tea, and toilet rooms.

The **Anglican Cathedral,** also built of coral rock, stands in St. Michael's Row, to the east of the Public Buildings. It occupies a site presented by Colonel W. Sharpe, who lies

* W. M. Howard, who represented St. Philip and, later, St. Lucy for many years, was Father of the Agricultural Societies in Barbados.

buried under the altar (his gravestone can be seen), and it replaces a building erected in the seventeenth century which was blown down by the great hurricane of 1780. The cost of building the cathedral was defrayed mainly by the money raised by a lottery which was sanctioned by the Legislature. By means of this lottery the vestry raised £5000 towards building the cathedral and £5000 for the erection of the churches of St. Thomas, St. Lucy, St. George, and Christ Church. The font dates from 1680. The inscription round the top in Greek capital characters is a palindrome and reads: ΝΙΨΟΝ ΑΝΟΜΗΜΑ ΜΗ ΜΟΝΑΝ ΟΨΙΝ ("Wash the sin not merely the skin"). Also in contracted Greek cursive is the phrase Ἴσθι κάθαρος ("Be thou clean"). By some it is still believed that the organ was originally designed for a Roman Catholic church and that it was being conveyed to one of the French islands when it fell into the hands of Lord Nelson, who sold or gave it to St. Michael's. The reredos is from a design by George Herbert Kitchin, son of the late Dean of Durham.

The Cathedral has some interesting mural tablets. On the right of the south door is one to officers and men of the Queen's Regiment who "fell victims to this fatal climate," 1816–1817—a reminder of the ignorance which unfortunately prevailed as to the communicating agent of yellow fever a century ago. On the right of the west door (on entering) is a quaint epitaph of Henry Cheeks (*ob.* 1824), which runs:

> Tablet of inky hue
> Remain and mark the spot
> Where noble dust is shrin'd
> For well the poet's strain hath sung
> An honest man's the noble work of God.

The Central **Police Station** is in Coleridge Street, about a five minutes' walk from Trafalgar Square. The **Free Library,** also in Coleridge Street, was first established in 1847 with books taken from the Literary Society of Barbados and the Clerical Library. The building was the gift of Mr. Andrew Carnegie, and was opened in 1906. Above the Library is a lecture hall, which is also used for public entertainments. Adjoining is the **Town Hall,** where

the Legislature met from 1729 to 1784. It now serves as the Law Courts. The cellar was formerly used as a prison. The **Cotton Factory** is about a hundred yards farther at a residence in the White Park Road which was formerly known as "Friendly Hall," and is owned by the Barbados Co-operative Cotton Factory Company, Ltd. (A description of a cotton factory will be found on page 435.)

After 1905, when the garrison was withdrawn from Barbados, Queen's House, just off the Constitution Road, the official residence of the officer commanding the troops, was purchased by the local government for £3,200, and the grounds, now known as **Queen's Park,** which are prettily laid out with a lake, terrace and parterres designed by Lady Carter, the wife of the Governor at the time, were thrown open to the public on June 10th, 1909. They are within an easy walk of Trafalgar Square.

Behind the Park are the buildings and grounds of **Harrison College,** originally in Cathedral Square. Barbados has several higher-grade schools, the principal being this college and the Lodge, Combermere, Coleridge, Alleyne, and Parry schools* for boys, and Queen's College, the Alexandra School and Codrington College High School for girls, each receiving a Government grant, the total amount applied in this manner being over £3000. There are also 164 primary schools for Protestants, Wesleyans, and Moravians.

Government House is quite near Bridgetown and can be approached from Trafalgar Square by Constitution Road and Government Hill. The house, which is called "Pilgrim," was first used as the residence of the officer administering the government in 1703. It can be reached by tram-cars which pass within one hundred yards of the entrance.

Washington's Residence. George Washington visited Barbados in 1751 with his brother Lawrence, who was an invalid. Sir Charles P. Clarke and the late Mr. N. Darnell

* These schools received their names from a Mr. Harrison (who founded a school for poor white boys), Lord Combermere (Governor from 1817 to 1820), Bishop Coleridge (1824 to 1842), Sir John Gay Alleyne (Speaker from 1766 to 1797), and Bishop Parry (1842 to 1872).

Davis, after a search of the island records, identified Captain Richard Crofton's house in which the visitors stayed with one at the corner of Bay Street and Chelsea Road. George Washington sailed from Virginia on September 28th, 1751, and arrived in Barbados on or about November 3rd, returning on board the *Industry* on December 22nd in the same year. At first he and his brother experienced some difficulty in finding lodgings, until "We pitched on the house of Captain Crofton, commander of James's Fort. He was desired to come to town next day to propose his terms." These proved to be £15 a month, exclusive of liquor and washing, which "we find ourselves." Of the house Washington writes: "It is very pleasantly situated near the sea, and about a mile from town. The prospect is extensive by land and pleasant by sea, as we command a view of Carlyle Bay and the shipping."

The **Savannah** of St. Anne's is a fine open space of some fifty acres in extent, surrounded by a belt of handsome trees, a little over a mile from Bridgetown. Formerly it was the parade ground of the garrison, but since the withdrawal of the troops in 1905–6 it has been devoted to sports of various kinds. The central building with the clock tower is now the house of the Savannah Club, which organises games of polo twice a week and race meetings on a course round the Savannah periodically. The Club has several excellent tennis lawns and well-kept golf links. To the north of the club-house is the property known as Bush Hill, and at the intersection of the roads stands a monolith to the memory of fourteen soldiers and a married woman of the 36th Regiment (now the 2nd Bn. Worcestershire Regiment), who were killed in the hurricane of 1831. It is inscribed:

NEAR THIS SPOT REST THE REMAINS OF FOURTEEN SOLDIERS AND ONE MARRIED WOMAN OF THE 36TH REGIMENT WHO WERE KILLED BY THE DESTRUCTION OF THE BARRACKS AND HOSPITAL DURING THE AWFUL VISITATION OF THE HURRICANE AUGUST 11TH, 1831.
THIS MONUMENT IS ERECTED BY THE NON-COMMISSIONED OFFICERS AND PRIVATES OF THE SAME CORPS AS A TRIBUTE OF RESPECT TO THE MEMORY OF THEIR DEPARTED COMRADES.
PEACE TO THEIR REMAINS.
JOHN LOWTHER FECIT.

The hurricane, which took place on August 11th, was one of exceptional violence. Sir James Lyon, the then Governor, in his official report, which was published in the *London Gazette* of October 27th, said :

> On the evening of the 10th the sun set on a landscape of the greatest beauty and fertility, and rose on the following morning over an utter desolation and waste. The prospect at the break of day on the 11th inst. was that of January in Europe—every tree, if not entirely rooted up, was deprived of its foliage and of many of its branches ; every house within my view was levelled with the ground, or materially damaged ; and every hour brought intelligence of the most lamentable accidents, and of very many shocking deaths.

This monolith was originally erected near the Military Hospital at Hastings.

The old barracks form a group of two-storyed buildings arranged in an irregular square about the Savannah, which used to be regarded as the finest parade ground in the West Indies.

At the cross roads beyond the **Grand Stand** is another somewhat severe monument, to the memory of Lieut.-Colonel Patrick Henderson and of the officers and men of the Royal York Rangers who fell in action in the campaign in Martinique, the Saintes, and Guadeloupe in 1809–10. It is inscribed :

SACRED
TO THE
MEMORY OF LIEUTENANT-COLONEL PATRICK HENDERSON,
OF THE YORK LIGHT INFANTRY VOLUNTEERS,
WHO EXPIRED AT GUADELOUPE, AS MAJOR COMMANDING
THE ROYAL YORK RANGERS, ON THE 28TH OF AUGUST, 1810,
IGNORANT OF THE PROMOTION CONFERRED UPON HIM
BY HIS SOVEREIGN FOR HIS BRILLIANT AND IMPORTANT
SERVICES AT THE HEAD OF THIS CORPS DURING THE
CAMPAIGNS OF 1809 AND 1810,
AT
MARTINIQUE AND GUADELOUPE.
THIS TABLET
IS INSCRIBED
BY
LIEUTENANT-GENERAL SIR GEORGE BECKWITH, K.B.,
COMMANDER OF THE FORCES,
AS A MARK NOT ONLY OF PRIVATE FRIENDSHIP, BUT AS A
TESTIMONY OF PUBLIC RESPECT FOR HIS MILITARY
CHARACTER.

To the Memory
the under-named Officers and Soldiers
of
The Royal Rangers
Who fell in action in the Army commanded by
Lieut.-General Sir George Beckwith, K.B., at the
Reduction of the French Colonies of Martinique,
the Saintes, and Guadeloupe in 1809 and 1810
Lieutenants.—John Symons, P. G. Copley, Sam Gregg,
Robt. Martineau
Serjeants.—Sylvan Nannoo, Jas. Maxwell, J. B. Rodgerson
Corporals.—Chas. Collins, Wm. Knight, Wm. Lee.
Drummer.—Jas. Foley.
(The names of forty-three privates follow.)

St. Anne's Castle, a quaint fort facing the bay, was erected in 1703 by Sir Bevil Granville, in honour of Queen Anne. Behind it is the old group of barracks known as the **Iron Barracks,** said to be haunted, and beyond them on Needham's Point is the old Naval and Military cemetery recently put in order and preserved by the ladies of the Lyceum Club.

Hastings Rocks (20 minutes by tram) is another lung of Bridgetown, where the band plays periodically. It commands a charming view of the sea. Beyond Hastings are the seaside villages of Worthing and St. Lawrence, where excellent bathing can be obtained.

Country Excursions.

The country excursions which can be made from Bridgetown are numerous, and each one of them can be enjoyed in a day or less. The Windward Coast, however, deserves a much longer stay. Visitors spending a day only in Barbados can get a general impression of the island by taking a drive from the wharf along the following route: Trafalgar Square, Broad Street, Prince William Henry Street, Central Police Station, Carnegie Library, White Park Road, Cotton Factory, Bank Hall Road, Bank Hall Hill, Codrington House, Whitehall, Warren's, Sharon, Edghill, Shop Hill, Vaucluse, Canefield, Chimborazo, Hackelton's Cliff, St. John's Church, Codrington College,

Long Bay Castle, Crane Hotel, St. Martin's Church, Spencer's, Coverly, Pilgrim Place, Christ Church, Maxwell's House, St. Lawrence, Worthing, Hastings, Hotel Pomeroy, where lunch can be obtained at $1.50 per head. At the Crane Hotel also lunch can be had if preferred at the same cost.

The **Cotton Tower,** St. Joseph (1 hour by motor, 1½ hours by carriage), is the third highest position in the island (1091 feet). It stands at the top of a narrow defile, leading towards St. Joseph's Church, which has been called the Devil's Bowling Alley. It was one of a chain of signal stations which extended right down the island, the others being at Charles Fort, near Queen's House, Highgate, Gun Hill, Mancrieffe, Grenade Hall, and Dover Fort. The system was the Semaphore which was worked by artillerymen.

St. John's Church (14 miles; 1 hour by motor-car, 1½ hours by carriage from Bridgetown) stands at a short distance from the edge of a cliff 824 feet high, which commands an extensive view of the coral-fringed Windward Coast. In the churchyard is pointed out the tomb of Ferdinando Paleologus, the last descendant of the Greek Christian Emperors of that name, who were driven from Constantinople by the Turks. He was the son of Theodoro Paleologus (who was buried at Llandulph in Cornwall) by his wife Mary Balls, and he was successively vestryman, sidesman, churchwarden, and trustee of St. John's Church in the seventeenth century. The tradition of the death and burial of a Greek prince from Cornwall was for many years current in Barbados; and when the Church of St. John was destroyed by the hurricane of 1831, the coffin of Ferdinando Paleologus was discovered in the vault of Sir Peter Colleton under the organ loft. The remains were reinterred in a vault belonging to Josiah Heath, Esq., in 1906, and a memorial stone was erected by public subscription to mark the place where they now rest. The memorial, made of Portland stone, represents the porch of a Greek temple, with Doric columns and with the cross of Constantine in the centre. It bears the following inscription, the wording of which was borrowed as far as possible

from the monument of Theodoro Paleologus in Llandulph Church, Cornwall :

HERE LYETH YE BODY OF
FERDINANDO PALEOLOGUS
DESCENDED FROM YE IMPERIAL LYNE
OF YE LAST CHRISTIAN
EMPERORS OF GREECE
CHURCHWARDEN OF THIS PARISH
1655–1656,
VESTRYMAN, TWENTYE YEARS.
DIED OCT. 3, 1678.

The altar desk in the church, presented by Mr. J. C. Lewis, is inscribed " M.X. to F. Paleologus, Obt. 1678."

The church was erected at a cost of £4000 in 1836 to replace one built in 1676 which was completely destroyed by the hurricane of 1831. It has a handsome set of silver-gilt altar plate, presented by Mr. Robert Haynes. The stained glass windows were the gifts of the Thomas and Gittens families ; the wooden pulpit, carved by a local craftsman, was given by Mr. George Sealy, and the Caen stone font with marble columns by Dr. Thomas.

From **Hackleton's Cliff,** St. Joseph, which is 997 feet high (12 miles ; 1 hour by motor, 2 hours by carriage from Bridgetown) the view over St. Andrew's and the hilly Scotland District of the island is even more attractive than that from St. John's Church. Dealing with it in his " History of Barbados," the Rev. G. Hughes quoted Glover's description of the Straits of Thermopylæ :

There the lofty cliffs
Of woody Aeta overlook the Pass ;
And far beyond, o'er half the surge below,
Their horrid umbrage cast.

Mr. Hughes mentions also that when we first settled the island catacombs were found dug out of the rocks in the face of this cliff, " where lie the Remains of those, who, like the Patriarchs of old, procured to themselves Places of Rest."

Bowmanston Waterworks, St. John (1 hour by motor, 1½ hours by carriage). One of the principal sources of

water-supply for Barbados is an underground stream at Bowmanston in St. John's parish. The water is pumped from a cave 250 feet below the surface and 350 feet above sea-level. This cave, which is of great geological interest, varies in width from 10ft. to 30ft. and from 35ft. to as much as 50ft. in height. The water runs with great speed in a southerly direction and has a daily average flow of three million imperial gallons. The water percolates through the coral rock, which absorbs the rainfall very readily. The engines at the pumping station can raise two million gallons daily. Waterworks were first established in Barbados in 1861, and the island now has a splendid system of water-supply, as the numerous and well patronised standpipes (sometimes called by the blacks "Queen Victoria's pumps") all over the island demonstrate.

One of the most picturesque, and at the same time interesting, places in the island is **Codrington College** (15 miles; 1¼ hours by motor-car, 2 hours by carriage, 1 hour by rail to College Siding), which stands on the side of a hill overlooking the sea on the Windward Coast. Codrington, which is the oldest university college in the West Indies, is affiliated to Durham. It was founded by Christopher Codrington, Governor-General of the Leeward Islands, who died in 1710, and bequeathed two sugar estates, "Consett's" and "Codrington's"—now called "College" and "Society"—which consisted of 763 acres, three windmills with the necessary building for the cultivation of sugar, 315 negroes, and 100 head of cattle, to the Society for the Propagation of the Gospel, in trust for the maintenance of a convenient number of professors and scholars, "all of them to be under the vows of poverty, chastity, and obedience; who shall be obliged to study and practise Physic and Chirurgery, as well as Divinity; that by the apparent usefulness of the former to all mankind they may both endear themselves to the people and have the better opportunities of doing good to men's souls, whilst they are taking care of their bodies." At that time the plantations were computed to yield a net income of £2000 clear of all charges. The erection of the college buildings was begun in 1716, and the masonry was finished

CODRINGTON COLLEGE, BARBADOS

Showing the cabbage palms (*Oreodoxa oleracea*). "It was not easy," wrote Kingsley, "to believe that these strange and noble things were trees."

1721; but it was many years before the college was completed, owing to a debt due to the Society from the states, which was not cleared off until 1738. The stone sed, which is a conglomerate of limestone, was taken from ne hill behind the college, and the timber was brought, at overnment expense, in ships of the Royal Navy from obago and St. Vincent. The college was first opened as grammar school on September 9th, 1745. Hurricanes nd other disasters impoverished the estates, and it was ot until 1834 that it was placed on a proper academic oting by Bishop Coleridge. In 1875 it was affiliated to urham. Successive Principals have been: Rev. J. H. inder, 1830; Rev. Richard Rawle, 1846–1864; Rev. . T. Webb, 1864–1884; Rev. A. Caldecott, 1884–1886; ishop Rawle, 1888–1889; the Rev. Canon T. H. Bindley, .D., 1890–1909; Rev. (now Bishop) A. H. Anstey, 1911–918; and Rev. J. C. Wippell, 1918.

In 1898 Codrington College passed through a serious crisis, ne revenue from the sugar estates being insufficient for s maintenance, but with the help of The West India Committee an emergency fund was raised and an impending alamity averted.

A walk of twenty minutes up the hillside from Bath tation on the railway (15¾ miles by train from Bridgetown) rings the visitor to the handsome college buildings. In ont of them is a broad lake, behind which rises a hill. n it is situated the "Society" Chapel and graveyard, a rominent feature of which is a cairn of stones, surmounted y a granite monolithic cross. Under this cross lies the emains of Bishop Rawle. The cairn is inscribed:

RICHARD RAWLE—BISHOP
PRINCIPAL
OF
CODRINGTON COLLEGE
BORN 1811
DIED 1889

he best view of the college buildings is obtained from this osition. On the left is the Principal's residence, formerly ne "Great House" of the estate and one of the oldest as ell as the most handsome buildings in Barbados. On

the right is the college proper, with lecture rooms, dining-hall, and chapel below, and the students' quarters above, the whole being by no means unlike the so-called "New Buildings" at Magdalen College, Oxford. The chapel, which is beautifully panelled with cedar and mahogany, was first used on St. Barnabas' Day, 1748. The glass mosaic of the "Good Shepherd," the work of James Powell of Whitefriars, was presented by Mr. William Grey, afterwards Lord Stamford, and friends in 1882. The brass chandelier was the gift of Mr. Henry Pratt and St. John's Parish, and the lectern was subscribed for by the Bishops of the Province, who held their Synod at the College in 1887. The mahogany sanctuary rails and gates are good examples of local work, while the altar, with beautiful pedestals of ebony cordia and lignum vitæ, was fashioned by Benjamin Thorne, a native cabinet-maker. Behind the high table in the hall is a bust of the founder copied by Grimsley of Oxford from the statue by Sir Henry Cheere in the Library of All Souls, of which Codrington was also a benefactor. It was presented by the Warden and Fellows of All Souls, and was placed in position in 1843. The pedestal is inscribed :

CHRISTOPHERO CODRINGTON
CUSTOS ET COLLEGIUM OMNIUM ANIMARUM
IN UNIV. OXON.
SOCIO
OPTIME DE SE QUOQUE MERITO
P*
MDCCCXLIII.

Above the bust and over the doors on either side are the arms of Archbishop Howley, President of the S.P.G., by whom the college was opened, and Dr. Coleridge, Bishop of Barbados, first visitor of the college.

An avenue of cabbage palms (*Oreodoxa oleracea*) leads from a triple arched portico, which divides the chapel from the hall, to the foot of the hill, and a row of these stately trees also fringes the lake, contributing in no small degree to the beauty of the scene. Some of the trees, which are fully

* *Posuerunt* = placed.

to feet in height—the tallest is over 100 feet— are computed to be more than one hundred years old. Two royal palms were planted at the end of the avenue nearest to the belfry on December 31st, 1879, by Princes Albert Victor and George of Wales. But the one planted by Prince Albert Victor died, and when in 1892 the news of the death of the beloved Prince reached the island, the negroes were not at all surprised. "We knew Prince Eddy die soon," they said, "his cabbage die!" Kingsley first saw cabbage palms, which form such a conspicuous feature of West Indian scenery, in St. Kitts, and he was much struck by their beauty. "Grey pillars, which seemed taller than the tallest poplars, smooth and cylindrical as those of a Doric temple. . . . It was not easy . . . to believe that these strange and noble things were trees," he wrote. The college possesses a large swimming bath. On the beams supporting the roof are the following lines, the first two of which are from Samuel Rogers' "Epistle to a Friend," while the others were composed by Principal Rawle:

Emblem of life! Which, still, as we survey,
Seems motionless, yet ever glides away.
Emblem of youthful wisdom to endure,
Still changing yet unchangeably still pure.
Like this fresh cleansing wave still useful be,
Though rough thy passage to the boundless sea.
Still in that sea thou shalt not stagnant lie,
But ever useful tasks of blessing ply.

And on the reverse side of the beams:

Of sacred scenes these crystal streams may tell,
Bethesda's pool or soft Siloam's well.
Enjoy the pleasures these pure waters give,
But think of those which make the bathers live.
There is a fountain, Holy Scriptures say,
Where souls may bathe and sins be washed away.
Let all thy studies help thee Him to know
Through Whom for thee those heavely waters flow.

The old estate's bell, which used to summon the slaves to work, in the garden behind the college should be noted.

Bathsheba, St. Joseph (14 miles; 1¼ hours by motor-car, 2 hours by carriage, 19¾ miles by rail, from Bridgetown),

a popular seaside resort, and **Chalky Mount,** both on the Windward Coast, can be reached by the Barbados Railway. From Bathsheba the Potteries on the top of the "Mount" can be visited. They are difficult to approach by carriage. Here the crude, though picturesque earthenware "guglets," "monkeys," and "conerees," as they are called according to their shape, are fashioned by skilful black artificers at their very primitive potter's sheds. At Bathsheba it is pretty to see the flying-fish fleet return after its labours. The little vessels of about 16 feet in length of which it is composed pick their way through the openings of the coral reef, and it seems remarkable that they are not upset. Each boat is manned by the proverbial two men and a boy and each carries three nets. The owner gets a third of the proceeds of the day's catch and the rest is divided. There are about two hundred boats on the coast and they are busily employed, except during the three hurricane months when they do not go out at all. The most enjoyable way of seeing Chalky Mount is to make up a picnic party and go by train, and lunch at the "Benab" just under the Mount, a bungalow belonging to Mr. R. H. Emtage. From there the Potteries can be reached afoot. Chalky Mount, which rises almost from the beach to a height of 571 feet, is composed of clay and limestone with some ferruginous deposit. It is very rugged and consequently a stiff climb. Indeed, except by a goat track on the west side it is almost inaccessible. The hill has three peaks, and its geological formation is very curious, the disturbed strata, which owing to the absence of vegetation can easily be seen except on the lower slopes, pointing to former convulsions, some say of a volcanic nature. Apart from the Benab there are no houses nearer than two miles, and passing trains once or twice a day are the only reminder of civilisation at this lonely spot.

The Crane, St. Philip (14 miles; 1 hour by motor, 2 hours by carriage from Bridgetown), on the rugged south-east coast, is much resorted to for health and pleasure. It can be reached by carriage or by train to Bushy Park and thence by carriage, or by motor-car. It was once an important shipping place and took its name from the crane

which was used in hoisting produce and goods. The coast there is rugged and very picturesque. To the south is a delightful pool called **the Mare**, while to the north is the celebrated **Dawlish Bounce,** where a sea-water bath can be enjoyed without the bather going into the sea.

Long Bay or **Lord's Castle,** St. Philip (1 hour by motor, 2 hours by carriage), is situated about a mile from the Crane Hotel. It is one of the finest mansions in the West Indies, but for very many years it was unoccupied. The present structure was built in 1820 for Mr. Samuel Hall Lord, to replace the original building, which dated from 1780. In shape it is square; it has four entrances approached by black and white marble steps, and is surmounted with battlements. The walls are immensely thick, and well calculated to withstand hurricanes. In 1831 the outside of the house was being repaired when it was struck by the terrific cyclone of August 11th, and though the scaffolding was carried off by force of the wind and deposited in the mill-yard of the Three Houses Estate, *three miles away*, the building was uninjured. The chief features of the interior are the handsome ceilings in plasterwork. A man named Warren was brought out to do the work in the old slavery days as a militiaman, when the planters were bound by law to leaven their holding of blacks with a certain number of white men. But though he is generally credited with it he really did very little, the bulk being done by one Charles Rutter, whose son was recently employed to repair the ceilings. The work took Rutter and Randals, who was also brought out, three and a half years to complete. At the end of the long drawing-room and dining-room there are handsome mahogany columns made from trees grown in the island. The large looking-glasses, now dulled by age, convey some idea of the magnificent scale on which the house was furnished, and it is recorded that it was filled with priceless china and Chippendale furniture, of which a few specimens still remain. The owners of the house, which Schomburgk describes as "an oasis in the desert," are the executors of Sir William Trollope. Before the lighthouse at Ragged Point was erected, the wrecks on the Cobblers, a reef

which almost closes in Long Bay, were significantly numerous, and many were the weird tales of lanterns tied to the branches of the coco-nut trees to snare sailors to their doom which used to be recounted by the "oldest inhabitants." A large number of the coco-nut trees, under which the fallow-deer roamed, still remain. The family vault of the Lord Family of Long Bay is in St. Philip's Church, in the churchyard of which are two immense silk-cotton trees.

Ragged Point, St. Philip (15 miles; 1 hour by motor, 2 hours by carriage). This lighthouse is generally the first landmark sighted on nearing Barbados. The view of the Atlantic from it is very fine, and the spot is a favourite pleasure resort. The little island near by is known as Culpeper's Island.

Visitors interested in social questions or in agriculture should obtain permission to inspect **Dodd's Reformatory,** also in St. Philip. which was established in 1883. On the lands attached to it is a botanical station where sugar-cane seedling experiments are conducted.

On the way to or from Lord's Castle **Christ Church** ($\frac{1}{2}$ hour by motor-car, 1 hour by carriage) can be visited. It was erected in 1837 from designs by Captain Senhouse, R.N., at a cost of £4000, to replace a building destroyed by the hurricane of 1831.

For those of a psychological turn of mind, a visit to the churchyard has a peculiar and absorbing interest. A strange occurrence took place there in 1820, the cause of which has never been satisfactorily explained. Whenever a certain vault, which had been hermetically sealed, was opened, the coffins that it contained were found in a state of confusion. It was generally believed that this was due to some supernatural agency. Whether this was so or not it must be left to the reader to judge after the perusal of the following authentic account, compiled by the late Hon. Forster M. Alleyne in 1908:

The "Barbados Coffin Story" has been told many times: by Sir Robert Schomburgk in his "History of Barbados"; by Viscountess Combermere in the life of her husband, Governor of the island at the time the event occurred, who based her account on an anonymous pamphlet entitled "Death Deeds"; by Mr. Robert

Reece in the columns of *Once a Week*, and, perhaps, by many others. I myself heard the story from the lips of Sir Robert Bowcher Clarke, who was present at the opening of the vault, and my own father, though not present at the opening, was in the island at the time, and made mention of it to his sister in England, as is evidenced by a letter from her to him, which is still in my possession. Some months ago Mr. Andrew Lang wrote to me that a similar disturbance among coffins had taken place in the public cemetery at Arensburg, on the island of Oesel, in the Baltic, in 1844, as detailed by R. Dale Owen in his "Footfalls on the Boundary of Another World." Numerous high authorities were quoted for the verification of this event, and it is stated that an official inquiry was made into the circumstance, and the report was signed by all its members and placed on record in the consistory, where it "is to be found among its archives, and may be examined by any traveller." An inquiry by the Society for Psychical Research revealed the fact that there is no such document in existence, nor is any such story known to the owner of the vault.

I therefore asked myself, what authentic evidence had we to prove that our Barbados story was really true? That it was so, I had not the smallest doubt, but how could I prove it? Indeed Mr. Lang wrote to me saying that he had read a paper before the Folk-Lore Society on the subject, and it was received very sceptically by the President, and, in fact, was treated with scant interest. I therefore determined to see if I could not obtain first-hand authentic proof. My first step was to go to Christ Church, the place where the vault is situated. I examined the Burial Register and found the names of the occupants of the vault, as will be given below, and their interments duly attested by the Rector, Dr. Orderson, but absolutely without comment, and not the smallest hint that anything extraordinary had taken place. I had the Parochial Treasurer's accounts examined, thinking that some clue might be obtained from them, but there was nothing. Neither do the files of contemporary newspapers which are still extant make any mention of it. Some time afterwards, when I was almost in despair, for I had only discovered several old copies of lists of the interments, evidently furnished by Dr. Orderson, with comments on the disturbances among the coffins, I heard accidentally that the Hon. Nathan Lucas, M.L.C., whose name is always mentioned as having been present at the opening of the vault on April 18th, 1820, together with Lord Combermere and others, had left a large number of manuscript volumes. These are all written in his own hand and contain copies of old records, as well as notes of topographical and archæological interest, and narrations of other occurrences within his memory. I found that some of them had passed into the possession of Mr. Racker, the proprietor of the *Agricultural Reporter*, who kindly lent me one of them, which contains a detailed account of the opening of the vault. This, then, is an absolutely authentic document; it is in the handwriting of Mr. Nathan Lucas, who was himself an eye-witness, and is attested by the then Rector of Christ

Church, the Rev. Thomas D. Orderson, D.D. It also contains drawings of the vault, and of the position of the coffins, made on the spot by the Hon. Major Finch, Lord Combermere's A.D.C., and similarly attested by Dr. Orderson.

I now transcribe Mr. Nathan Lucas' statement, which has never before been printed; it is stamped with truth in every word, and the original of it is still extant. I need only add that it was always believed that Lord Combermere sent home to England an official account of the occurrence duly certified; but a careful search at the Record Office has hitherto produced no results. It is fortunate, therefore, that in the original of the subjoined narrative we have a document which places the truth of the story beyond all cavil.

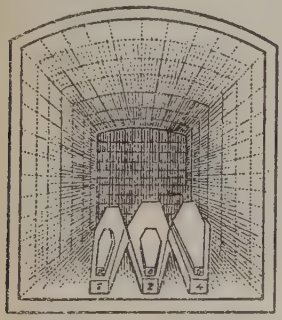
"This Vault," it runs, "is in the west end of the Churchyard, next the wall of the stable. Part is dug out of the live rock; all the rest is wall, arched at the top. The rock is the common Lime Stone of the Island. It is an appurtenance to Adam's Castle Estate, which formerly belonged to the family of Walrond, from whom it passed to the Elliots, and is still called 'Walrond's Plantation.' How it came to the family of Adams I am not informed. The entrance into it, over the steps, is closed with a ponderous slab of blue Devonshire marble; the front is closed with a double wall, from top to bottom, an inner and outer, not united. On the tombstone is the following inscription, exactly copied for me by the Rector of the parish, the Revd. Doctor Thomas Harrison Orderson:

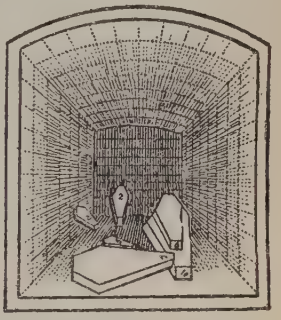
"'Here lies the body of
The Honble. James Elliot, Esq.,
Son of the Honble. Richard Elliot, Esq.,
He married Elizabeth the daughter of
The Honble. Thomas Walrond, Esq., of this Island.
He was brave, hospitable and courteous
Of great Integrity in his Actions;
And conspicuous for his judgment and
Vivacity in conversation.
After his merit had advanced him to the
Honour of being one of His Majesty's Council
He was snatched away from us
The 14th of May Anno Domini 1724
In the 34th year of his age,
And died lamented by all who knew him.
In honour to his memory his truly sorrowful
Widow has erected this Tomb.'

"In this vault the leaden coffins having been found displaced several times, it became a matter of curiosity and inquiry; and being at Eldridge's Plantation, next the Church, in Company with the Right Honble. Lord Combermere, on a visit to the Proprietor, Robert Bowcher Clarke, Esq., on the 18th of April, 1820, it became a subject of conversation at noon, when the negroes were coming home from the field. We took eight or ten of the men directly with

us to the Churchyard, to open the Vault, and sent off for the Rector, The Revd. Dr. Thos. H. Orderson, who very soon arrived. His Lordship, myself, Robert Bowcher Clarke, and Rowland Cotton, Esq., were present during the whole time.

"On our arrival at the Vault, every outward appearance was perfect, not a blade of grass or stone touched; indeed collusion or deception was impossible; for neither ourselves nor the negroes knew anything of the matter; for the subject was hardly started in conversation before we set out for inspection; and the Churchyard cannot exceed half a mile from Eldridge's. The annexed drawing with the references was made for me at the instance of the Doctor, copied from one sketched on the spot by the Honble. Major Finch, who very soon joined our party at the Vault. The following particulars were obligingly supplied by the Doctor. I was present from beginning to end: and no illusion, trick, or deception could have been practised.





SKETCHES OF THE CHASE VAULT

From the manuscript of the Hon. Nathan Lucas.

Situation of the Coffins when the Vault was closed July 7, 1819 in the presence of the Reverend Thomas H. Orderson

Situation of the Coffins on April 18, 1820, when the Vault was reopened in the presence of the Rt. Hon. Lord Combermere, R. B. Clarke, Esq., Rowland Cotton, and Honble. N. Lucas.

"'Parish of Christ Church. In the Churchyard there is a Vault, which by the Inscription on the Tomb belongs to the Elliot family, in which Vault no person had been buried for many years. In July, 1807, application was made to the Rector to permit the remains of Mrs. Thomasina Goddard to be interred in the Vault; and when it was opened for her reception, it was quite empty, without the smallest appearance of any person having been buried there. Mrs. Goddard was buried July 31st, 1807. February 22nd, 1808, Mary

Anna Maria Chase, Infant daughter of the Honble. Thomas Chase was buried in the same Vault in a *Leaden* Coffin. When the Vault was opened for the reception of the Infant, the Coffin of Mrs. Goddard was in its proper place. July 6th, 1812, Dorcas Chase, daughter of the Honble. Thomas Chase was buried in the same Vault. Upon the Vault being opened for her reception, the two *Leaden* Coffins were evidently removed from the situation in which they had been placed; particularly the Infant, which had been thrown from the North East corner of the Vault where it had been placed, to the opposite angle: The Coffin was nearly upright in the corner, but the head was down to the ground. September the 25th, 1816, Samuel Brewster Ames, an Infant was buried; and the *Leaden* Coffins, when the Vault was opened, were removed from their places, and were in much disorder. November 17th, 1816, the Body of Samuel Brewster (who had been murdered in the Insurrection of Slaves on the 15th of April preceding and who had been previously buried in the Parish of St. Philip) was removed and interred in the Vault, and great confusion and disorder were discovered in the *Leaden* Coffins. July 7th, 1819, Thomasina Clarke was buried in the same Vault, and upon its being opened much confusion was again discovered among the *Leaden* Coffins.

"'N.B.—When Miss Clarke was buried, the Coffin of Mrs. Goddard had fallen to pieces; and was tied up in a small bundle, between Miss Clarke's coffin and the Wall; and on April 18th, 1820, the bundle was *in situ*. At each time the Vault was opened, the coffins were replaced in their proper situations; and the mouth of the Vault was regularly closed and cemented by Masons, in the presence of the Rector and some other persons. On the 7th of July, 1819, private marks had been made at the mouth of the Vault in the Mason work, and on the 18th day of April, 1820, *the marks were perfect.*

"'On the 18th day of April, 1820, the Vault was opened at the request of Lord Combermere, in the presence of his Lordship The Honble. Nathan Lucas, Robert Bowcher Clarke, and Rowland Cotton, Esq. The two annexed drawings represent the situation of the Coffins. No. 1 as they were left on the 7th of July, 1819; and No. 2 the situation they were found in the 18th April, 1820.

"'Mary Anna Maria Chase Dorcas Chase Honble. Thomas Chase S. B. Ames and S. Brewster	were in *Leaden* Coffins.	Mrs. Goddard Miss Th. Clarke	were in Wooden Coffins.

"'Since the 18th of April, 1820, all the Coffins have been removed from the Vault at the desire of Mrs. Chase, and have been buried in a grave, and the Vault still continues open. The Vault is dug in the ground, about two feet in the live rock; and the descent into

it is covered with a large block of blue Devonshire marble ; which will take some hours to be removed and replaced again in its proper situation. It will take at least four able men to remove the stone.

" ' Certified March 26th, 1824.

" ' T. H. Orderson, D.D.

" ' Rector.

" ' For The Honble. Nathan Lucas.'

" In England, at this day, the body is first enclosed in a shell ; that in lead, and lastly, the Coffin of State without all, ornamented, etc.

" In Barbadoes, it is otherwise ; the body is put at once into a Coffin of State, etc., and that is inclosed in Lead, at the Grave, and is without the wooden Coffin.

" The Children's coffins were placed upon bricks in the Vault. Mr. Chase's on the Rock, the bottom of the Vault. Now how could one of the *Leaden* Coffins be set upon end against the wall ?

" Why were the coffins of wood *in situ ?* and why was the bundle of Mrs. Goddard's decayed Coffin found where it had been left ? Wood certainly would first float. There was no vestige of water to be discovered in the Vault ; no marks where it had been ; and the Vault is in a level Churchyard, by no means in a fall much less in a run of water. Earthquake could not have done this without levelling the Churchyard to the ground.

" Being informed some time after that a similar occurrence had been said to have happened in England, I had the account looked for, and the following copy was given to me ; I did not see the work from whence it was extracted, but I have no reason to doubt the accuracy of it.

" From the European Magazine for September, 1815.

" ' The Curious Vault at Stanton in Suffolk.'

" (Qy. Which of the Stantons ? N.L.)

" ' On opening it some years since, several *Leaden* Coffins, with wooden cases, that had been fixed on biers, were found displaced to the great astonishment of many inhabitants of the village. The Coffins were placed as before, and properly closed : when some time ago, another of the family dying, they were a second time found displaced ; and two years after, they were not only found all off the biers, but one coffin as heavy as to require eight men to raise it was found on the fourth step that leads into the Vault.'

" Whence arose this operation, in which it is certain no one had a hand ? N.B. It was occasioned by water, as is imagined, though no sign of it appeared at the different periods of time that the Vault was opened."

—The following is the statement of Mr. Lucas as regards the Christ Church Vault.

" I examined the walls, the Arch and every part of the Vault, and found every part old and similar ; and a mason in my presence

struck every part of the bottom with his hammer, and all was solid. I confess myself at a loss to account for the movements of these *Leaden* Coffins. Thieves certainly had no hand in it; and as for any practical wit or hoax, so many were requisite to be trusted with the secret for it to remain unknown; and as for negroes having anything to do with it, their superstitious fear of the Dead and everything belonging to them preclude any idea of the kind.—All I know is that it happened, and that I was an Eye witness of the fact!!!"

So superstitious did the people become that it was decided to close the vault. The coffins were removed and buried elsewhere in the churchyard in separate graves. The vault now stands deserted and forlorn, and if curiosity prompts him to enter it the visitor will probably find nothing inside except perhaps some stray leaves and a few bones thrown there at some later date.

Oistin's Town, Christ Church (¾ hour by motor-car, 1¼ hours by carriage), is a small fishing village chiefly notable as having been the place where, at "Ye Mermaid's Inn," the articles for the capitulation of Barbados were signed by the Royalist Commissioners of Barbados and the Commissioners of the Commonwealth in 1652, after a stubborn defence. No trace of the inn, which was kept by a Welshman, now remains. The bay was called:

"Austin's Bay, not in commemoration of any Saint, but of a wilde mad drunken fellow, whose lewd and extravagant carriage, made him infamous in the Iland; and his Plantation standing neer this Bay, it was called by his name." LIGON, 1657.

A beautiful view of Oistin's is obtainable from **Kendal Fort**—so-called from James Kendal, Governor from 1689 to 1694. A pathway across the fields leads to a spot where a few guns still remain, but the stonework has been removed. **South Point Lighthouse** (90 feet high) which is built throughout of iron, also commands an extensive view.

In the Parish Church of **St. George** a painting of the Resurrection by the American Quaker painter Benjamin West, afterwards President of the Royal Academy, is to be seen. Mr. Frere, the then owner of "Lower Estate," commissioned West to paint the picture for the altar in 1786, but when the painting arrived it was put away in

an outhouse on the estate in consequence of a dispute with Mr. Thomas, the Rector. It will be noticed that the eye of the centurion is damaged. This is due to the act of a carpenter of burglarious intent who broke into the outhouse and was so alarmed at the fixed manner in which the centurion was glaring at him that he pushed the eye in. The picture was sent to England to be repaired ; but West had meanwhile died, and no artist of repute would meddle with the work. The vestry once refused an offer of £2000 for the painting.

Gun Hill, St. George (6 miles ; ¾ hour by motor-car, 1 hour by carriage from Bridgetown), commands a fine view of the valley of St. George. In the event of any outbreak of illness the white troops used to camp at this spot, which is delightfully cool and healthy. On the side of the cliff is a grotesque British lion sculptured by Colonel H. J. Wilkinson, and though as a work of art it cannot be compared with Thorwaldsen's masterpiece at Lucerne it is very cleverly executed. Below it is a quotation from the Vulgate of Psalm lxxii, 8 :

DOMINABITUR . A MARI . VS AD MARE
A FLUMINE VS AD TERMINOS ORBIS . TERRARUM

which is translated, " He shall have dominion from sea to sea and from the river unto the ends of the world " ; and the inscription is doubtful Latin : " Hen. Joa. Wilkinson Gen. Coh. Ped. IX Britan. Trib. Castr. Sculpsit A.D. MDCCCLXVIII. (Henry John Wilkinson, Colonel Commanding the 9th British Foot Regiment, tribune of the Camp, carved it in the year 1868).

Welchman's Hall or Westwood Gully (¾ hour by motor-car, 1½ hours by carriage by way of Warren's, Cane Garden and Holy Innocent Chapel), with its luxuriant tropical vegetation and Cole's Cave (also an hour's drive from Bridgetown) both deserve attention. Like most of the numerous gullies for which Barbados is famous, that of Welchman's Hall is of great interest and beauty. It can, however, only be explored on foot. These gullies are mostly situated in the north-west centre of the island,

They are deep clefts like river-beds which cut the upper ridges at varying intervals from the centre to the west. After heavy rains they become tearing torrents which rush down to find an outlet in the sea ; but at ordinary times they hold no water, though great boulders and rocks brought down from the higher levels indicate the force of the flood. The cliffs in some places rise to a height of over 150 feet and the scenery is decidedly fine. Many noble trees and beautiful palms, chiefly of the cabbage and macaw variety, clothe with their verdure the bottoms of the gullies, while the rocks and boulders are clad with every variety of creeper and fern, and wild flowers, including orchids, grow in profusion. In the sides of some of the gullies are curious caves. At Sion Hall, for example, there is one which is carpeted with ferns of rare beauty. It has also numerous small pools formed by the water which continually drips through the porous rock overhead. Here it is said that the monkeys come to quench their thirst and to seek shelter. In Lewis gully in St. Thomas are to be seen some stalactites which assume fantastic shapes—one resembles a crocodile, and another an elephant's head. This gully has a grass road through it which ends in a narrow path like a Devonshire lane. Welchman's Hall or Westwood Gully is, however, the most attractive and picturesque of all. It is clothed with luxuriant tropical vegetation, while at the bottom a sparkling streamlet yields nourishment to an immense variety of ferns and creepers. Many of the gullies are spanned by massive stone bridges built for the most part during the old days of cheap slave labour. Indeed it is well that the bridges are massive, as they have to withstand a tremendous rush of water after a tropical downpour of rain.

In **Cole's Cave,** in St. Thomas (7 miles from Bridgetown ; ½ hour by motor-car, 1 hour by carriage), a most interesting underground river can be seen. Permission must, however, first be obtained from the manager of Walke's Spring Estate, on which it is situated. It is also desirable to take a guide and torches. The entrance to the cave is at the bottom of a deep gully clothed with tropical vegetation. At a distance of about one hundred yards from the mouth

the cave divides at "the Fork" into two branches, and from the side of the larger of these a clear stream issues. The cave a little farther on becomes more spacious, and forms a basin which has been called "the Bath," but it then contracts again, and the outlet of the stream has never been discovered, though an old story is still current in the island that a duck was put into the water at the end of the accessible part of the cave and found a safe exit at Indian River in St. Michael. Schomburgk says:

> The duck, it is said, was exhausted and nearly stripped of its feathers, perhaps by passing through fissures and coming in contact with projecting rocks. The story is possible, but unlikely; unfortunately there is another version of it which says that the duck was recovered in Scotland district.

Richard Blome, writing in 1672, says that these caves were

> often the sanctuaries of such negro-slaves that run away, in which they oft-times lie a good while ere found out, seldome stirring in the day time. . . . And it is supposed that these caves were the habitations of the natives.

Richard Ligon confirms this. In his "True and Exact History of the Island of Barbadoes," published a year later, he says:

> The runaway negres, often shelter themselves in these Coverts, for a long time, and in the night range abroad the Countrey, and steale Pigs, Plantins, Potatoes, and Pullin, and bring it there; and feast all day upon what they stole the night before; and the nights being dark and their bodies black, they scape undiscern'd.

These thieves, it appears, used to be hunted down successfully by "Liam Hounds."

The Hole or **Hole Town,** St. James (7 miles; ½ hour by motor, ¾ hour by carriage), is noteworthy as being the spot where the English in the *Oliph Blossome* first landed in 1605, and as being the landfall of Sir William Courteen's settlers, under Richard Deane, in 1627. The town was afterwards called James Town in honour of James I. The town has little of interest beyond the old Fort behind the Police Station and the Tercentenary Monument. The latter was unveiled on November 30th, 1905. It is inscribed:

1605—1905
THIS MONUMENT COMMEMORATES
THE TERCENTENARY OF
THE FIRST LANDING OF ENGLISHMEN
FROM THE "OLIVE BLOSSOM," NEAR THIS SPOT
ABOUT THE MONTH OF JULY 1605.
THEY ERECTED A CROSS
AND INSCRIBED ON A TREE THE WORDS
"JAMES K. OF E. AND THIS ISLAND,"
THUS CONSTITUTING POSSESSION FOR THE CROWN OF ENGLAND
IN WHOSE UNINTERRUPTED POSSESSION
THIS ISLAND HAS REMAINED.
THE CORNER STONE
WAS LAID ON THE 30TH NOVEMBER 1905.
BY HIS EXCELLENCY SIR GILBERT T. CARTER, R.N., K.C.M.G.
THE GOVERNOR OF THE ISLAND
IN THE PRESENCE OF MEMBERS OF THE LEGISLATURE
AND A LARGE CONCOURSE OF THE INHABITANTS
THE COST OF ERECTION WAS DEFRAYED
BY PUBLIC SUBSCRIPTION OF THE INHABITANTS

St. James's Church, Hole Town, boasts an old bell inscribed "God Bless King William 1696," also a font dated 1684, and very old communion plate. The bell was brought away by General Sir Timothy Thornhill from Martinique after a successful attack on that island. A curiously worded inscription on a monument to the wives of Sir John Gay Alleyne, whose family resided for generations at Porters (*see below*), should be read.

Porters Wood (8 miles; ½ hour by motor-car, 1 hour by carriage from Bridgetown), with its flock of wild monkeys, which gaily disport themselves in the mahogany trees, and St. James's Church, are both very well worth attention. At Porters, now the residence of Dr. Graham Pilgrim, there is a very delightful swimming-bath, the origin of which is sufficiently explained by the following inscription:

INVITO
DUDLEIO WOODBRIDGE
ARM°
AMANTE NIHILOMINUS MUNDITIAS
AQUA NIMIUM INUNDANTE
IN BALNEARIUM
HOC CONCLAVE
ABIIT
VII° KAL. APR. MDCCXXXV.
THOS. HILL. INVENIT.

[Trans. This chamber was turned into a bath by Dudley Woodbridge, Esq., reluctanly, though he loved cleanliness, because of its being constantly flooded. March 26th, 1735. Sculptured by Thomas Hill.]

Speightstown (pronounced Spikestown), St. Peter (¾ hour by motor-car, 1½ hours by carriage from Bridgetown), formerly a shipping place of importance once enjoyed a considerable trade with Bristol, earning in consequence the name of Little Bristol. The late Mr. E. G. Sinckler, in his "Handbook of Barbados," said that it was probably built on the lands of William Speight, a member of Governor Hawley's Parliament in 1639. Communication between it and Bridgetown is maintained by a fine fleet of schooners which perform the journey of twelve miles in 1¼ hours. The town has a church—St. Peter—and several chapels. It is here that the flying-fish industry is best seen. Speightstown is also the headquarters of a small whaling industry. Speightstown used to be defended by **Denmark Fort,** which is now an alms-house. The guns and platform are still in a good state of preservation.

All Saints, in the Parish of St. Peter, is said to be the oldest church in the island. It has many stained glass windows and the tombs of William Arnold (one of the first settlers), Sir John A. Gibbons, Bart., and Sir Graham Briggs, Bart. **St. Nicholas Abbey,** St. Peter (1¼ hours by motor, 2½ hours by carriage from Bridgetown), is chiefly remarkable because it is the only house in Barbados with fireplaces. It is built in late Elizabethan style, and is one of the oldest mansions in the island. The drawing-room is panelled with Barbados cedar. The proprietor is Mr. C. J. P. Cave. From **Cherry Tree Hill,** a short distance beyond the Abbey, reached by a noble double avenue of Casuarina and mahogany trees, there is a striking view of the Scotland District, with Hackleton's Cliff (*see* page 89) beyond.

Farley Hill, in St. Peter's (16 miles; 1½ hours by motor-car, 3 hours by carriage from Bridgetown), the residence of the late Sir Graham Briggs, is notable as being the original home of the beautiful Farliense fern (*Adiantum Farliense*). J. A. Froude stayed here in 1887. In the

grounds are trees planted by Prince Alfred, afterwards Duke of Edinburgh, who visited the West Indies in the *Euryalus* in 1861, and by Princes Albert Victor and George (now King George V), who toured the Caribbean in H.M.S. *Bacchante* in 1879–80. From **Grenade Hall,** St. Peter, a disused signal-station near by, a fine view of the Scotland District can be obtained.

At **Turner's Hall Wood,** St. Andrew (14 miles ; 1¼ hours by motor-car, 2 hours by carriage from Bridgetown), on a ridge stretching from the semicircular cliffs at the north-east, is seen the sole remnant of the virgin forest, which covers 46 acres of land and is now owned by Sir Hugo Fitzherbert, Bart., of Tissington Hall, in Derbyshire. It consists mainly of locust, cedar, fustic and bully trees, which once completely clothed the island. Of these, locust and fustic bulked largely among the exports of Barbados in the seventeenth century. Near it are the borings of the British Union Oil Company, and a tiny—so called—boiling spring, the gas (carburetted hydrogen) rising through which can be ignited and used for cooking purposes on a very small scale. On the way to the wood, **Porey Spring,** St. Thomas' (7½ miles from Bridgetown), and gully, can be visited. The spring has lost its picturesque appearance since it was artificially controlled, but the gully like that at **Dunscombe** half a mile farther on, is very beautiful.

The **Animal Flower Cave,** St. Lucy (21 miles ; 1½ hours by motor-car, 2½ hours by carriage from Bridgetown). This remarkable cave was once only approachable by the cliff side, and a visit to it was in consequence not unattended by danger. It can now, however, be safely entered by a flight of stone steps at the back of the first cave, a large vaulted room about 80 feet long, 40 feet wide and 20 high, with several " port-holes " overlooking the sea, through which the waves break with great force at high tide. The second cave contains a pool of water, and is called the Bathing Cave. From it the Carpet Room is reached. It has a pool of water in the centre, and it is here that the " animal flowers " (*serpulæ* or sea-worms) used to flourish. Few now remain, however, the majority having been destroyed or carried off by predatory tourists. The fee

for visiting the cave is 1s. per head, and a similar fee gives one the entrée to a Rest House near by.

Maycock's Fort, picturesquely situated in the same parish, is now bereft of its guns. Treasure is said to be buried there, but all endeavours to trace it have failed. The bay near by bears the ill-omened name of Hangman's Bay.

Barbados was the first British Colony on which the Prince of Wales set foot during his Australian tour in H.M.S. *Renown* in 1920. The Royal Visitor, who was welcomed with enthusiasm by the patriotic people of the island, after attending a formal reception in the Chamber of the House of Assembly, was taken for a drive through characteristic districts, and in the evening was entertained at a brilliant ball in the Public Buildings. In the course of one of the speeches he delivered during the day, he said: "As a naval officer, the King knows this Colony and the other Islands of the British West Indies well, and His Majesty particularly desired me to tell you how happy are his memories of the time which he spent among you here. Since its first occupation, the beautiful island has flown no flag but the British flag, and under many trials both in peace and war, it has never wavered in its staunch allegiance to the British Crown."

Chapter VI.

TRINIDAD AND TOBAGO.

TRINIDAD.

"Miscerique probat populos et fœdera jungi."

The Colony's motto, adapted from Virgil's Æneid, iv, 112.

Trinidad, which lies off the delta of the Orinoco, between latitude 10° 3′ and 10° 50′ N. and longitude 60° 55′ and 61° 56′, W. is rather smaller than Lancashire, its total area being 1862 square miles. Its population, which at the census of 1921 was 342,523, is composed of black and coloured people of African descent, and families of English, French, Spanish, and German extraction, while no fewer than one-third of the inhabitants are of East Indian origin, being immigrants from Calcutta and their descendants. These immigrants were introduced annually under a system of indenture (*see* page 34) between the years 1845 and 1917 when the s.s. *Ganges* brought the last batch to Port of Spain.

In shape, Trinidad is rectangular, with promontories at the four corners, those at the north-west and south-west being extended towards the mainland and enclosing the Gulf of Paria, which is practically a land-locked sea between Trinidad and Venezuela with narrow straits north and south. The straits at the north are called the Bocas del Dragòn, or Dragon's Mouths, and those at the south the Boca de la Serpiente, or the Serpent's Mouth. There seems to be little reason to doubt that Trinidad at a distant date was connected with the mainland, and it is plainly noticeable that the three islands in the northern straits, namely, Chacachacare, Huevos, and Monos, are of the same forma-

tion as the mountains on the Spanish Main. The north coast of Trinidad is rock-bound except at Maracas and Las Cuevas Bays. There is also the small cove of Macqueripe. The east coast is so exposed to the surf as to be almost unapproachable at some periods of the year, while the south coast is steep in parts and the bays of Erin, Quinam, Moruga and Guayaguayare, are so shallow that vessels have to lie at an inconvenient distance from the shore. There are, however, several suitable shipping ports on the west coast. The island is somewhat mountainous, and it has three distinct ranges of hills running east and west, the highest points being El Tucuche and the Cerro de Aripo, both 3075 feet high. The rivers, though numerous, are unimportant, the Caroni and Guaracare on the western side and the Oropouche and Ortoire on the eastern side being the principal.

The island has eight counties, four north of the central range which ends at San Fernando on the west, and four south of it, but for administrative purposes it is divided into wards. Port of Spain (population 61,580), in the county of St. George, at the angle formed by the north-western promontory above referred to, is the capital and trade centre of the island. It has as yet nothing approaching a proper harbour, and as large steamers cannot get very near owing to the shallowness of the water, passengers have to reach the shore in a launch. Port of Spain has many handsome buildings, and enjoys the advantages of electric light, telephones, and an extensive electric tramway system. The town has an adequate water-supply and a sewerage and drainage system. A notable authority—the late Sir Rubert Boyce—pronounced it one of the most sanitary cities in the West Indies. The second town in order of importance is San Fernando (population 10,610), thirty-five miles from the capital. Next to it comes Arima (population 4,210), which has been granted a charter of incorporation, and stands about sixteen miles inland from Port of Spain.

INDUSTRIES. The soils of Trinidad, though varied, are extremely fertile, and are therefore capable of producing large crops of sugar, cocoa, rubber, and all kinds of tropical produce. About

667,574 acres are now cultivated and 595,201 remain still ungranted. Cocoa is by far the largest industry of the island, the value of the exports of this commodity being now much more than that of sugar. which only occupies second place. Molasses, rum, rubber, bitters (Trinidad is the present home of the famous Angostura bitters, the manufacture of which was transferred to it from Angostura or Ciudad Bolivar in Venezuela, owing to the troubled state of that republic at the time), coco-nuts, coffee, copra, fruit, asphalt, and petroleum, figure largely among the exports.

The values of the principal articles of export in the year 1920 were as follows :

			Value.
Cocoa . .	lbs.	69,723,623 .	£3,536,830
Sugar . .	tons	47,967 .	2,656,625
Rum . .	galls.	54,965 .	14,225
Coco-nuts . .	.	24,135,000 .	398,669
Copra . .	lbs.	2,134,570 .	42,351
Asphalt . .	tons	113,697 .	265,540
Petroleum, Crude	galls.	31,905,833 .	428,386

The direction of import trade in the same year was : United Kingdom, 26.58 ; United States, 41.39 per cent ; Canada, 15.26 ; France, 0.87 ; Venezuela, 8.25 ; other British possessions, 4.42 ; and other countries, 3.23.

The direction of export trade was : United States, 25.55 per cent. ; United Kingdom, 43.94 ; France, 11.56 ; Canada, 2.32 ; Venezuela, 1.03 ; other British possessions, 4.66 ; and other countries, 6.62

FINANCES. The following is a comparative table of the revenue and expenditure, and the imports and exports of the colony for the last ten years :

Year.	Revenue.	Expenditure.	Imports.†	Exports.†
	£	£	£	£
1911–12	950,774	959,551	5,018,848	4,769,486
1912–13	932,513	947,221	4,696,913	4,472,577
1913–14	970,789	951,982	5,019,728	5,205,673
1914–15	934,524	990,716	4,225,409	4,210,341
1915	*1,037,803	*1,055,389	4,429,813	5,378,573
1916	1,064,596	1,018,136	4,470,728	5,057,174
1917	1,098,183	1,097,695	4,789,719	5,308,996
1918	1,172,700	1,124,258	5,108,960	5,149,579
1919	1,342,884	1,309,407	6,217,234	7,256,594
1920	1,917,743	1,652,597	9,498,166	9,416,545

* For 9 Months, April—December.

† For Calendar Years 1911-1920.

Sifton, Praed & Co Ltd., St James's St. London S W

61°
Chupara Pt.
Las Cuevas Bay
Maracas Bay
Blanchisseuse
Matelot
Grande Riviere
Toco
Galera Pt.
TOCO
St DAVID
TUCUCHE
BLANCHISSEUSE
MATURA
Balandra Bay
Salibia Bay
Matura
ST GEORGE
VALENCIA
ST ANNS
TACARIGUA
ARIMA
St Joseph
S. Juan
Arouca
Arima
Matura Bay
Caroni R.
MANZANILLA
CARONI SWAMP
CUMUPIA
Talparo
Sangre Grande
ST ANDREW
Manzanilla Pt
Manzanilla Bay
St Thomas
CHAGUANAS
SAN RAFAEL
TURURE
Caparo R.
CARONI
TAMANA HILL
Freeport
Cocos Bay
MONTSERRAT
NARIVA SWAMP
Gran Couval
Tortuga
Tabaquite
NARIVA
CHARUMA
POINTE-A-PIERRE
COCAL
Radix Pt
Williamsville
Mayaro Plaisance
Rio Claro
Fonrose
Princestown
ORTOIRE
Pool R.
NAPARIMA
VICTORIA
Ortoire R.
GUAYAGUAYARE
Mayaro Bay
Preau
MAYARO
TRINITY
Galeota Pt
MORUGA
Guayaguayare B.
Moruga
10°30'
10°
61°

In considering the figures of the imports and exports, it should be borne in mind that they include all merchandise imported for transhipment and re-exported. In 1920 re-exports were valued at £973,250. In contravention of an existing treaty Venezuela imposes a surtax of 30 per cent. on imports from the West Indies; but for this the transhipment trade would be far larger.

CLIMATE. The climate of Trinidad is hot and damp. The mean annual temperature is 80° Fahr., but at night the thermometer often falls below 70° Fahr. in Port of Spain, and lower still in the hills. The wet or rainy season is subject to variation, but it generally extends from May to December, with a short break in September, and the annual rainfall is about 62 inches. Trinidad is fortunate in being out of the hurricane zone, and it is singularly free from the seismic disturbances which afflict at times some of the other islands. The birth-rate is 34 and the death-rate 30 per 1000, but the latter would be considerably less were it not for the excessive infant mortality among the black population.

HISTORY. Trinidad was discovered by Columbus during his third voyage on July 31st, 1498 and was so called by him after the Trinity, the idea being, it is said, put into his mind by his sighting three very conspicuous peaks in the southern range of hills in Moruga, now known as the Three Sisters. Be that as it may, it is certain that the first land that he saw was the south-eastern corner—now Cape Galeota—which he called La Galera. He sailed along westward, and entered the Gulf of Paria by the Boca de la Serpiente, or Serpent's Mouth, and after trading with the Indians whom he found there, he sailed from the north of the Gulf through one of the Bocas del Dragone, or Dragon's Mouths. No definite attempt was made to settle the island until 1532, when a Spanish Governor, Don Antonio Sedeño, was appointed to preside over its destinies. In 1577 or 1584, the settlement of St. Joséf de Oruña was founded on the spot where the present town of St. Joseph stands, seven miles inland from Port of Spain. The town was destroyed by Sir Walter Raleigh, who visited the island in 1595, and caulked his ships with pitch from the spot " called by the naturals Piché and by the Spaniards Tierra de Brea " (the Pitch Lake). The fortunes of the island fell to such a low ebb in 1740 that the colonists complained that they could go to Mass but once a year and then only in clothes borrowed from each other, and Mr. Joseph in his " History of Trinidad " says that he learnt from an old paper that the Cabildo or Municipality had but one pair of small clothes among them. In 1780, at the instance of M. St. Laurent, a Frenchman from Grenada, who had visited the island and recognised its possibilities, the Spanish issued a decree encouraging foreigners to settle in Trinidad, and in the year 1783, a further proclamation having been issued calling attention to the advantages offered by its fertile soil, a large influx of settlers resulted. Don Joséf Maria Chacon was sent out as Governor, and the population rose rapidly from 300 in 1783 to 18,000 in 1797. In 1796 a quarrel took place between the men of a British squadron, who had been attacking some French privateers in the Gulf of Paria

and the colonists. A party of officers were visiting a Welsh lady in what is now Frederick Street, when some of the French privateersmen insulted a British sailor from the *Alarm*. A fight resulted, the officers rushed to the rescue, and a general melée ensued ; the Commodore, Captain Vaughan, landed a force on the following day, and, though he withdrew before a conflict took place, this incident formed one of the grounds on which Spain declared war with Great Britain a few months afterwards, and on February 12th, 1797, a large British expedition set out from Martinique under Sir Ralph Abercromby and Admiral Harvey to reduce the island. The Spaniards relieved Admiral Harvey of the responsibility of an attack by setting fire to their ships, which were lying under Gaspar Grande in Chaguaramas Bay, their Admiral, Apodaca, setting the example by strewing rosin, sulphur, and other combustibles on the decks of his own three-decker. On February 18th, without a fight, Chacon surrendered Trinidad to Sir Ralph Abercromby, an event which has been so charmingly described by Charles Kingsley, and the General's aide-de-camp, Picton, was appointed Governor. The cession of the island was confirmed by the Treaty of Amiens in 1802.

CONSTITUTION. Trinidad, with which the neighbouring island, Tobago, has since January 1st, 1899, been incorporated, is a Crown Colony. The government is administered by a Governor, with an Executive Council of six members. There is also a Legislative Council, consisting of ten officials, and of such other unofficial members as the Governor may appoint. These unofficial members hold their seats for five years, and are at present eleven in number.

Governors of Trinidad since 1900.

Sir C. A. Moloney, K.C.M.G.	1900
Sir H. M. Jackson, G.C.M.G.	1904
Sir George R. Le Hunte, G.C.M.G. . . .	1909
Lt.-Col. Sir John Chancellor, G.C.M.G., D.S.O., R.E.	1916
Colonel Sir Samuel Wilson, K.B.E., C.B., C.M.G.	1921

ACCOMMODATION. Port of Spain. *Queen's Park Hotel*, situated on the south and breezy side of the Savannah, is quite one of the best in the West Indies. Rooms and attendance 10*s*. 5*d*. ($2.50) and upwards ; board and lodging 16*s*. 8*d*. ($) per day. The *Ice House Hotel*, Marine Square : rooms and attendance 6*s*. 3*d*. ($1.50) per day ; board and lodging 12*s*. 6*d*. ($4). The *Hotel de Paris*, in the old Union Club premises, Abercromby Street ; board and lodging 12*s*. 6*d*. ($3) per day. The *Standard Hotel*, opposite the railway terminus. Rooms and attendance 4*s*. 2*d*. ; board and lodging 8*s*. 4*d*. ($2) per day. The *Wilderness* (a high-class Boarding House at the northern end of Pembroke Street). Board and lodging 12*s*. 6*d*. ($3) per day and £12 10*s*. to £16 13*s*. 4*d*. per month for a long stay. *Mrs. Brisbane's Boarding House*, 113, Abercromby Street. Board and lodging 8*s*. 4*d*. ($2) to 10*s*. 5*d*. ($2.50) per day or £10 8*s*. 4*d*. per month.

In the **Five Islands** furnished houses are obtainable for £2 to £3 per week; and in **Monos, Huevos** and **Gasparee** private houses can also be rented by the week, fortnight or month at the rate of £5 to £10 per month, visitors providing their own linen and cutlery. **Gasparee.** The *Pointe Baleine Hotel*, reached by launch from Chaguaramas Bay at 9 A.M. and 4.30 P.M. Board and lodging 15s. 6d. ($3.72) to £1 0s. 10d. ($5.00) per day. Mrs. H. Vincent takes paying guests, if suitably introduced, for 8*s*. 4*d*. ($2) per day.

COMMUNICATIONS. Port of Spain is the secoud port of call of the transatlantic steamers from England of several companies, and enjoys regular steamer communication with Canada and the United States. The return launch fare from steamer to the shore at Port of Spain is 2*s*. per passenger.

The roads in Trinidad are excellent for riding, driving, motoring, and cycling. Motor-cars can be hired at several garages in Port of Spain. The fare by time is 12*s*. 6*d*. per hour and by distance 10*d*. to 1*s*. per mile. Carriages are obtainable at Gordon's stables, Woodford Street; Haynes Clark's stables, Tragarete Road, at Abercrombie stables, and of W. T. King and Son, Piccadilly Street—Single, 4*s*. per hour; pair, 8*s*. for the first hour, 6*s*. after; £1 0*s*. 10*d*. per day and upwards.

The electric cars of the Trinidad Electric Company, Limited, run in Port of Spain and the suburbs every fifteen minutes, affording an excellent means of seeing a great deal of the life of the neighbourhood in a very short time. The routes are as follows:

(1) From the railway station *via* Charlotte Street, Park Street, and Tragarete Road westward to Cocorite and Four Roads. Fare for the whole distance, two tickets, or 6*d*. cash.

(2) From the railway station *via* St. Vincent Street, Park Street, St. Ann's Road, and thence through Belmont. Fare, one ticket, or 3*d*. cash.

(3) From the railway station *via* Frederick Street, then along the east side of the Savannah, going northward into St. Ann's Valley. Fare, one ticket, or 3*d*. cash.

(4) From the railway station *via* Frederick Street, entering the Savannah, and skirting the southern and western ends of it as far as the Maraval corner. Fare, one ticket, or 3*d*. cash.

(5) The "Belt" route, round the Savannah after 5 p.m. daily. Fare, one ticket, or 3*d*. cash.

Tickets are purchasable at the Transfer Station, Park Street, or from the car conductors, at the rate of five for 1*s*. Passengers travelling without tickets must pay 3*d*. a journey, but any passenger may transfer from one route to another without extra charge, except in the case of the "Belt" circuit, to which no transfer is allowed.

Pair-oared boats can be hired for £2 to £2 10*s*. per month, or a small fishing boat for £1 to £1 10*s*.

The Trinidad Government Railway runs to San Fernando (1 hour 48 mins.), and Princes Town (2 hours 21 mins.); from Cunupia (Jerningham Junction) on the San Fernando line there is an extension to Tabaquite (15 miles) and thence to Rio Claro. On March

2nd, 1908, the Legislature approved the construction of extensions from Tabaquite to Poole and from San Fernando to Siparia. The San Fernando-Siparia line, which was opened in November, 1913, between Corinth and Debè, runs almost its whole length through the sugar districts of the Colony, while the steamers from San Fernando serve, besides La Brea, the principal oil-field district. Another branch opens up some of the chief cocoa districts and goes to Arima (16 miles) and Sangre Grande (29 miles, 1½ hours). The latter is the prettiest line for excursions. It affords a series of lovely views of the central range of hills to the right going from Port of Spain, and of the northern range on the left, and gives tourists an admirable opportunity of gauging the importance of the flourishing cocoa industry, which has not even yet reached the full limit of its development. On the next page is a list of the stations on the railway, their distance from Port of Spain, and a schedule of fares.

Steamers run in connection with the trains at San Fernando, to Cedros (4 hrs. 35 mins.), and once a week to Icacos (5 hrs. 5 mins.), calling at La Brea (1¼ hrs.) and Brighton (for the Pitch Lake), Guapo (2 hrs.), Cap-de-Ville (2 hrs. 50 mins.), Irois (3 hrs. 25 mins.), and Granville Bay (4 hrs. 5 mins.), returning the same day on Tuesdays and Saturdays; and returning on the following day, on Sundays and Thursdays. The 1st class fares from San Fernando to La Brea is 72c.; to Cedros $1.87, and to Icacos $1.20. Refreshments can be obtained on board the steamer.

There is a steamer service between Port of Spain and the Five Islands (50 mins.), Gasparee (1 hr. 10 mins.), and Monos (2 hrs. 25 mins.) by the Government "Gulf Steamers" on Monday, Wednesday, Friday and Saturday. The fares are low, the rate to Monos being only 4*s*., or 6*s*. 3*d*. return. On Wednesdays and Saturdays cheap day return cabin tickets are issued at single fares.

The steamer depots are in telephonic communication with Port of Spain, *via* San Fernando, and public messages may be sent by telegraph from all railway stations, with a few unimportant exceptions. A service of local trains runs from Port of Spain to Tacarigua (ten miles on the Arima line) at short intervals throughout the day. Twice daily the trains go as far as Arima.

Communication with Tobago is maintained by the coastal steamer, *Belize*, whose present itinerary will be found on page 140.

To those wishing to see the Orinoco River, opportunity is afforded by the comfortable river boats of the Compania Anonima di Navegacion fluvial y Costañesa de Venezuela, which proceed every week to Ciudad Bolivar, whence smaller boats convey such passengers as may desire to proceed farther, to the upper reaches of the river.

SPORTS. *Lawn-tennis* is played on the courts of the Tranquillity Tennis Club (near the Queen's Park Hotel), and the St. Clair Club whose members are always glad to extend hospitality to visitors suitably introduced. At the St. Clair Club *bridge* and *dancing* can also be enjoyed. *Cricket* is deservedly popular. The Queen's Park Cricket Club, which has a membership of 400, occupies a large and enclosed ground beautifully situated, with an extensive pavilion

Stations between		Distances.	Return Tickets.			Single Tickets.		
			1st Cl.	2nd Cl.	3rd Cl.	1st Cl.	2nd Cl.	3rd Cl.
Port of Spain and		Miles.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
San Juan		4	0 36	0 24	0 12	0 24	0 16	0 8
St. Joseph		7	0 63	0 42	0 21	0 42	0 28	0 14
Sangre Grande Line.	Tunapuna	9	0 81	0 54	0 27	0 54	0 36	0 18
	Tacarigua	10	0 90	0 60	0 30	0 60	0 40	0 20
	Arouca	12	1 8	0 72	0 36	0 72	0 48	0 24
	Dabadie	14	1 26	0 84	0 42	0 84	0 56	0 28
	Arima	16	1 44	0 96	0 48	0 96	0 64	0 32
	Guanapo	19	1 71	1 14	0 57	1 14	0 76	0 38
	Cumuto	23	2 7	1 38	0 69	1 38	0 92	0 46
	Guaico	28	2 42	1 58	0 83	1 61	1 5	0 55
	Sangre Grande	29	2 46	1 61	0 84	1 64	1 7	0 56
Caroni		11	0 99	0 66	0 33	0 66	0 44	0 22
Cunupia		14	1 26	0 84	0 42	0 84	0 56	0 28
Caparo Branch.	Jerningham Junction	15	1 35	0 90	0 45	0 90	0 60	0 30
	Longdenville	18	1 62	1 8	0 54	1 8	0 72	0 36
	Todd's Road	21	1 89	1 26	0 63	1 26	0 84	0 42
	Caparo*	23	2 7	1 38	0 69	1 38	0 92	0 46
	Brasso Caparo*	27	2 35	1 55	0 80	1 57	1 3	0 53
	Tabaquite	30	2 52	1 62	0 86	1 68	1 8	0 57
	Brothers Road	34	2 75	1 73	0 95	1 83	1 15	0 63
	San Pedro Trace	39	3 00	1 85	1 06	2 00	1 23	0 70
	Rio Claro	43	3 23	1 94	1 14	2 15	1 29	0 76
Chaguanas		18	1 62	1 8	0 54	1 8	0 72	0 36
Carapichaima		21	1 89	1 26	0 63	1 26	0 84	0 42
Couva		25	2 25	1 50	0 75	1 50	1 0	0 50
California		27	2 35	1 55	0 80	1 57	1 3	0 53
Claxton Bay		30	2 52	1 62	0 86	1 68	1 8	0 57
Pointe-à-Pierre		32	2 63	1 67	0 90	1 75	1 11	0 60
San Fernando		35	2 79	1 74	0 97	1 86	1 16	0 65
Corinth		38	2 96	1 82	1 04	1 97	1 21	0 69
Dèbè		43	3 23	1 94	1 14	2 15	1 29	0 76
Penal		46	3 45	2 07	1 23	2 30	1 38	0 82
Siparia		51	3 83	2 30	1 35	2 55	1 53	0 90
Princes Town Line.	Union	35	2 79	1 74	0 97	1 86	1 16	0 65
	Reform	37	2 90	1 79	1 2	1 93	1 19	0 68
	Williamsville	39	3 0	1 85	1 6	2 0	1 23	0 70
	Princes Town	43	3 23	1 94	1 14	2 15	1 29	0 76

* Caparo fares apply to Brasso Piedra, and Brasso Caparo fares to Flanagin Town.

and visitors' stand. The club, of which the Governor is president also affords opportunities for *lawn-tennis*, *boxing*, and *athletics*. The St. Andrew's *Golf Club* has a large membership and well-kept links on the Savannah. *Football* is played continuously during the cooler months. The Trinidad Turf Club, affiliated to the Jockey Club of England, holds *race meetings* at midsummer and in December, which attract very large crowds to the picturesque course on the Savannah. Several minor meetings are held in the country during the year, one always taking place between Christmas and New Year's Day ; apart from the very fair sport to be enjoyed, the assemblage of so many races in quaint costumes in the Queen's Park is a sight well worth witnessing. *Bathing* can be enjoyed at Macqueripe Bay on the north coast, a drive of 11 miles from Port of Spain, where a few huts for bathers are provided ; and at Pointe Baleine on the island of Gasparee, a drive of 11 or 12 miles and a journey of 2 or 3 miles by launch over the sheltered waters of the Gulf. A favourite excursion is to leave Port of Spain at about 4 P.M., bathe and dine at the hotel at Pointe Baleine and return after dinner by moonlight —in itself a delightful experience. The splendid open beaches at Balandra and Manzanilla Bays on the East Coast within easy reach of Port of Spain by motor-car are ideal for afternoon picnics and surf-bathing in the open Atlantic. The *fishing* in the neighbourhood of the Bocas is, at times, excellent and especially so when the tarpon and king-fish are biting, while even when they are not the visitor who puts himself in the hands of an experienced local fisherman rarely returns with an empty basket. One hundred and sixteen different kinds of fish are found in Trinidad waters, of which eighty-five are food fishes and thirty-one are not used for food. Cavalli or carangue, tarpon or grand écaille, king-fish or tassard, and the barracouta are the most highly prized by sportsmen. Alligators are found in the Caroni River, two miles from Port of Spain, and flamingoes and several kinds of wild duck give good sport for the *gun*. In a word, there is considerable variety of sport in Trinidad though the winter visitor would find little use for his gun unless he wished to add a small alligator to his bag.

CLUBS. There are five excellent social clubs to which visitors are admitted on introduction by members, the *Union Club* in Marine Square, founded in 1878, the *Savannah*, and the *Shamrock* on the west and east side of the Savannah respectively, and the *Clydesdale* and the *St. Clair* not far from it. The St. Clair Club, to which ladies as well as men are admitted, has rooms devoted to bridge and dancing, and extensive grounds, where lawn-tennis and croquet are played. The *Public Library* occupies a handsome building in Woodford Square. It has a large and well-stocked free reading-room, and a library containing 25,000 volumes, which is open daily (Sundays excepted) from 8 A.M. till 9 P.M. Subscription, 12*s*. or £1 per annum, for two or four volumes, payable yearly, quarterly, or monthly. The Port of Spain *Y.M.C.A.* is situated at 18, Park Street, and the *Soldiers' and Sailors' Club* is on the east side of the Savannah.

SIGHTS. Vessels bound for Port of Spain enter the Gulf of Paria by one of the Bocas del Dragòn (the Dragon's mouths), the straits formed by the islands of Chacachacare (an Indian name), Huevos (egg) and Monos (monkey), and known respectively as the Bocas Grande, Navios, Huevos and Monos (*see map*, page 113). Chacachacare, on which there is a tall lighthouse, has, since 1921, been a leper settlement. On the other islands are pleasant villas which are much resorted to for bathing and fishing. At the north-east point of Huevos is Parasol Rock, where H.M.S. *Dromedary* grounded on August 10th, 1800. Her bowsprit was lashed to the rock, and 500 men landing spent fifteen uncomfortable hours upon this inhospitable crag. Then the weather moderating they re-embarked and got away.

On entering the Gulf, visiting steamers turn east and coast along the mainland of Trinidad. Opposite Monos is Teteron Bay, and in the Boca Monos is a jagged rock, rising sheer out of the water, round which many a legend is woven. Madame Teteron the owner of the adjoining property is said to have made a wager with the Spirit of Evil. She lost, and as she laughed derisively, her sole remaining tooth was projected into the Boca where, in the form of this rock, known ever after as " Madame Teteron's Tooth," it still remains. The next bay to the east is that of Chaguaramas, the scene of the destruction of Admiral Apodaca's ships in 1797 (*see* page 114), off which stands the island of Gasparee now a favourite holiday and week-end resort, with a good hotel at Pointe Baleine. Nearer the mainland is the small uninhabited island of Gasparillo. In the sheltered waters of the bay is the Government Floating Dock. The wooded island of Cronstadt, a health resort of the Trinidad Constabulary, is next passed, and Carrera, the local convict station. The scenery now gains in breadth and grandeur. Noble valleys open themselves up showing a wealth of coco-nut and cocoa cultivation. The steamer next passes a miniature archipelago once known to the Spaniards as Los Catorras (the parrots), and now called collectively the Five Islands, which comprise Caledonia, Craig, Lenegan, Nelson and

Pelican. High up on the mountain side is seen the rugged masonry of Fort St. George, now used as a signal station (*see* page 130), and Port of Spain spread out on a plain at the foot of lofty mountains comes into view.

Port of Spain, capital of Trinidad since 1783, occupies the site of the old Indian village of Conquerabia. It is justly regarded as one of the cleanest and most sanitary towns in the West Indies. Well laid out, its streets are lighted by electricity, and its main thoroughfares traversed by open electric trams. The wharves are on land reclaimed from the Gulf and the Harbour Master's office behind them occupies an old fort which in Chacon's time stood on a small island connected with the mainland by a stone pier.

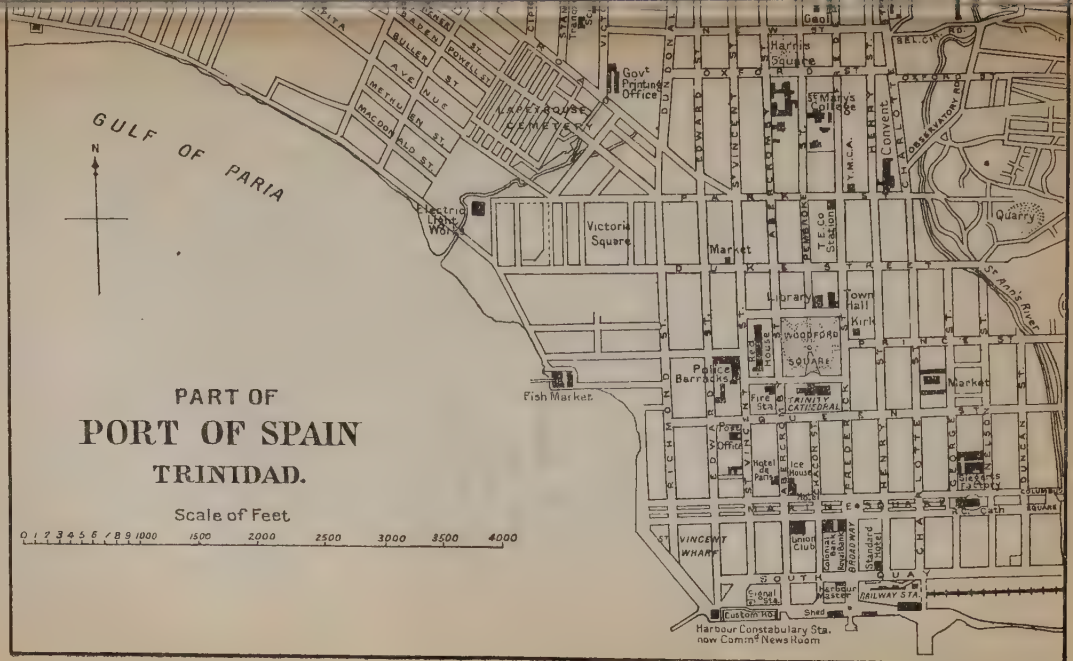
From the wharves—where the Customs formalities are not tiresome—St. Vincent, Abercromby, and Chacon Streets, and Broadway, running parallel with one another, lead to **Marine Square,** a spacious boulevard rather than a square in the accepted sense of the word, which crosses them at right angles and extends from St. Vincent Wharf at the west to the **Roman Catholic Cathedral** at the east end. The Cathedral, dedicated to the Immaculate Conception, was designed by Mr. Reinagle at the instance of Sir Ralph Woodford, Governor from 1813 to 1828 in memory of whom it contains a mural tablet by Chantrey. The foundation stone was laid on March 26th, 1816, but the Cathedral was not opened until April 15th (Palm Sunday), 1832. Behind the Cathedral is **Columbus Square** in which there is a fountain surmounted by a statue of Christopher Columbus, presented by Mr. Hypolite Borde, and unveiled in 1881 when the square was opened. It is simply inscribed :

CRISTOFERO COLOMBO
DISCOVERER OF THE ISLAND 31ST JULY, 1498.

To the east of this square is the St. Ann's or Dry River which runs from the mountains through the east of the city, and, when the rains fall, empties itself into the Gulf.

The **Colonial Bank** and **Royal Bank of Canada** are on the south side of Marine Square at the corners of Chacon Street and Broadway respectively, while the **Canadian**

ST CLAIR EXPERIMENT STATION
FEMALE PRISON
ST JAMES BARRACKS
Nutmeg Ravine
Maraval River
LADY CHANCELLORS ROAD
BOTANIC GARDENS
GOVERNMENT HOUSE
Pitch Walk
CIRCULAR ROAD
ST ANNS ROAD
St Anns River
BELMONT VALLEY
BELMONT CIRCULAR ROAD
SQUARE
Archbishop's House
THE SAVANNAH QUEEN'S PARK
POLICE STATION
Hayes Court
QUEENS ROYAL COLLEGE
To Peru E. Indian Village &c.
ST CLAIR AVENUE
QUEENS PARK CRICKET GROUND
QUEENS PARK WEST
Savannah Club
Peschier Cemetery
Soldier & Sailors Club
QUEENS PARK EAST
ERTHIG RD
St Clair Club
Race Course 1 mile
Race Stand
JERNINGHAM AVENUE
House of Refuge
All Saints
Pitch Walk
QUEENS PARK WEST
WARNER ST
Queens Park Hotel
Princes Buildings
Victoria Institute
Patricks Ch.
Tranquility Square


PART OF
PORT OF SPAIN
TRINIDAD.
Scale of Feet
0 1 2 3 4 5 6 7 8 9 1000 1500 2000 2500 3000 3500 4000
GULF OF PARIA
N
Govt Printing Office
LAPEYROUSE CEMETERY
Electric Light Works
Victoria Square
Market
Harris Square
Geol
St Mary's College
Convent
Quarry
Library
Town Hall
Kirk
WOODFORD SQUARE
Police Barracks
Fire Sta
TRINITY CATHEDRAL
Fish Market
Post Office
Hotel de Paris
Ice House
Market
Glegarts Factory
R.C. Cath
VINCENT WHARF
Union Club
Colonial Bank
Royal Bank
BROADWAY
Standard Hotel
Signal Sta
Harbour Master
RAILWAY STA.
Custom Hs
Shed
Harbour Constabulary Sta. now Commd News Room
St Ann's River
OBSERVATORY RD
BEL. CIR. RD.
OXFORD ST
PARK ST
DUKE STREET
PRINCE ST
QUEEN ST
MARINE SQUARE
SOUTH QUAY
RICHMOND ST
EDWARD ST
ST VINCENT ST
CLARK ST
PEMBROKE ST
T.E. Co Station
Y.M.C.A.
HENRY ST
CHARLOTTE ST
DUNCAN ST
FREDERICK ST
CHACON ST
ROSE ST
ST VINCENT ST
ROYAL ST
DUNCAN ST
BULLER ST
AVENUE
METHUEN ST
MACDONALD ST
POWELL ST
DADEN ST
DENER ST
CIPRIA
STAN
VICTORIA

Bank of Commerce is on the north side, on the east side of Abercromby Street, and opposite the Ice House. The offices of Messrs. Gordon, Grant and Co., Ltd., who do a private banking business, are on the east side of St. Vincent Street, farther up which, on the left-hand side, is the **General Post Office** (open 7 A.M. to 5 P.M.; on Saturdays from 7 A.M. to noon; and on Sundays and Public holidays from 7 A.M. to 8 A.M.) On the south side of the Square and opposite the Ice House are the premises of the **Union Club.**

The **Railway Station** (*see* page 115) and the **Tramway Terminus** are at the foot of Broadway which was formerly known by the more romantic name of the Almond Walk.

Near the junction of Broadway, Marine Square and Frederick Street (*see* below) is the handsome **War Memorial** to the memory of Trinidadians who fell in the Great War. It consists of a pylon surmounted by a statue of Victory and with two emblematic figures of soldiers in full marching order at its base. The sculptor was Mr. D. F. Roslyn.

The continuation of Broadway beyond the north side of Marine Square is called **Frederick Street.** Here are situated the principal stores and shops, where every conceivable necessity of life can be obtained. On the west side is the **Home Industries Association,** with tea-rooms where light meals are served. This institution founded by Lady Moloney in 1901, and now conducted by many leading ladies in the community, aims at assisting gentlewomen in needy circumstances.

Proceeding up this, or Abercromby Street, one reaches Woodford, (until the Great War, Brunswick), Square which was laid out by Governor Sir Ralph Woodford. This Square is said to occupy the site of an engagement between two tribes of Indians, for which reason it used to be called the Place des Ames—the "Square" of the Souls. In the centre there is now a fountain presented by the late Mr. Gregor Turnbull. On the west side stands the handsome **Red House** or Government Building rebuilt on a greatly enlarged scale after a fire which resulted from a riot on March 23rd, 1903. Here are situated the Legislative Council Chamber, the principal Court of Justice, the Colonial Secretariat, and other public offices. In the

Council Chamber there is a painting by Sir Thomas Lawrence, R.A. of Sir Ralph Woodford, Governor from 1813 to 1828, who did so much to beautify Port of Spain. A memorial tablet to the memory of Trinidadians who gave their lives for King and Empire in the Great War should also be noted. The new buildings which were opened in October, 1906, are commodious and airy, and their decoration reflects great credit on the local workmen. Behind them, on St. Vincent Street, are the **Police Barracks,** a handsome building erected in the Italian Gothic style at a cost of £90,000. On the north side of the square is the **Public Library,** which was opened in 1851, and now has over 25,000 volumes (*see* page 118) and the **Town Hall.** Formerly the City Commissioners' Offices, the Town Hall has a pleasing old fashioned air about it. It contains oil paintings of Sir Ralph Abercromby (*see* page 114) and the following Governors: Lieut.-General Sir Thomas Picton, C.B. (1797–1803) who fell at Waterloo, Brigadier-General Sir Thomas Hislop (1803–1811), and Lieut.-Colonel A. W. Young (1820–21), the last by Eckstein.

On the south side of Woodford Square stands the **Anglican Cathedral** dedicated to the Holy Trinity. It was erected during the governorship of Sir Ralph Woodford from the designs of Mr. Philip Reinagle, a son of the artist. The foundation-stone was laid on May 30th, 1816, and the building was consecrated on Trinity Sunday, May 25th, 1823. A monument by Chantrey to Sir Ralph, who did for Port of Spain in the matter of improvements what Haussman did for Paris, is in the south aisle. It is inscribed:

SIR RALPH WOODFORD BARONET
FOR FIFTEEN YEARS GOVERNOR OF THE COLONY AND
FOUNDER OF THIS CHURCH WHO WAS BORN ON THE
21ST JULY 1784 AND DIED ON THE 16TH MAY 1828
THE INHABITANTS OF TRINIDAD
DEEPLY SENSIBLE OF THE SUBSTANTIAL BENEFIT
WHICH HIS LONG ADMINISTRATION OF THE GOVERNMENT
CONFERRED UPON THE COLONY AND OF THE IRREPARABLE
LOSS WHICH THEY SUSTAINED BY HIS DEATH
HAVE CAUSED THIS MONUMENT TO BE ERECTED
AS A LASTING MEMORIAL OF HIS MANY PUBLIC AND
PRIVATE VIRTUES AND
OF THEIR RESPECT AND GRATITUDE.

The high altar and choir stalls of carved mahogany and cedar are excellent examples of West Indian workmanship. The marble reredos was erected by public subscription as a memorial to Bishop Hayes (1889 to 1904) and was dedicated in 1911. A chiming apparatus is attached to the peal of eight bells, the gift of Bishop Rawle.

The second turning to the right from Frederick Street beyond Woodford Square takes one to the local **Y.M.C.A.** headquarters in Park Street, which were opened by Governor Sir Samuel Wilson in 1922. Proceeding again up Frederick Street, the first turning to the left (Oxford Street), takes one to **Harris Square,** in which there is a statue of Lord Harris, Governor from 1846 to 1854; passing **St. Mary's College,** and the local **Gaol,** the next turning on the right (Gordon Street) leads to Charlotte Street in which is the **Colonial Hospital,** that occupies a handsome block of buildings standing in spacious grounds, a feature of which are the tall Royal palms. The **Government Laboratory,** which replaces a building dating from 1872, and destroyed by fire in 1896, is the next place of interest in Frederick Street.

Farther on (left) stands the **Royal Victoria Institute** which was destroyed by fire in 1920, and rebuilt in 1922. Originally erected to commemorate Queen Victoria's Jubilee the Institute was opened in 1892. It was enlarged in 1901 by the addition of a Memorial wing to Queen Victoria, and again (1913) by one to King Edward. The latter was opened by Princess Marie Louise of Schleswig-Holstein, who at the same time announced that King George had consented to the Institute receiving the designation "Royal." The Institute contains lecture rooms, reading and recreation rooms, and an entertainment hall. It is managed by a Committee and is subsidised by the local Government; and educational, art, and industrial classes have been successfully organised in connection with it. In front of the Institute is an anchor which was recovered from the sands off Icacos in 1877 and is believed to have belonged to one of Columbus' vessels. This anchor, which was declared to be authentic by the antiquarian M. de Beaurepaire, was presented to the

Institute by Mr. Francois Agostini. It was exhibited at Paris in 1878, at Caen and Madrid in 1892, and in 1893 at Chicago, where its authenticity was confirmed by the award to it of a Gold Medal.

Beyond the Institute, Frederick Street skirts a small Savannah in which stands **Prince's Building,** a long building on pillars erected originally for the reception of H.R.H. the late Duke of Edinburgh in 1861, whose visit did not however materialise; it was for some time used as temporary premises of the Queen's Royal College, and after the disaster of 1903 (*see* page 121) as Government Offices. It is now devoted to meetings, theatricals and entertainments, and in 1920 it was the scene of a brilliant Ball held in honour of the visit of the Prince of Wales.

Frederick Street now reaches the **Savannah,** or Queen's Park, a fine open space of about 130 acres in extent in which golf, cricket, football and other games are played, and race-meetings are held periodically. The Savannah was laid out by Sir Ralph Woodford on land purchased by the Illustrious Cabildo, the old Spanish municipality, who had bought the greater part of it from the Peschier family, and the southern portion together with the small Savannah from Don Domingo Dert. It is now the hub of Port of Spain and the fashionable residential quarter of the capital. Electric trams run round the inside (affording a pleasant evening drive) which is surrounded by an asphalt path popularly known as the Pitch Walk. Here in the evening the fire-flies are very beautiful. The Savannah has few trees except round the edge, but a group of tall cabbage palms on the far side is conspicuous. Just inside the race-course is the old Peschier cemetery.

Beyond Prince's Building on the south side is the **Queen's Park Hotel,** whose front rooms command a superb view of the Park and mountains beyond. On the west side is the small church of **All Saints,** the hospitable **Savannah Club,** the Queen's Royal College, and a row of mansions of varied design, including Hayes Court, the residence of the Bishop and the Archbishop of Port of Spain's Palace, which might appropriately be called Trinidad's Park Lane. **Queen's Royal College** occupies a handsome building, designed and

built by the Public Works Department of Trinidad, to which it does infinite credit. It was opened on March 24th, 1904, by the then Governor, Sir Alfred Moloney. The college, whose students vary in age from nine to twenty years, has a spacious lecture hall and several class-rooms. Founded in 1850 under the name of the Queen's Collegiate School, as the Government Department for higher education in the colony, its sphere of influence was extended in 1870, when it was first called Queen's Royal College by permission of Queen Victoria. The clock and chimes in the tower were the gift of Mr. W. Gordon Gordon, a prominent citizen, to commemorate the reign of King Edward VII.

The **St. Clair Experiment Station,** which was established in 1898, is situated at the north-west corner of the Savannah between the Maraval and Serpentine Roads and not far from the ground of the Queen's Park Cricket Club. The Station, which is controlled by the local Department of Agriculture and provides planters and others with information regarding the cultivation of crops, and the control of plant diseases, etc., has extensive nurseries for the production at cheap rates of superior strains of cocoa and coffee plants and citrus and other fruit trees. The Department of Agriculture also possesses a cocoa estate (*see* page 129) which is maintained for experiment and demonstration, while the St. Augustine Experiment Station (*see* page 133) serves a similar purpose for arable crops, especially sugar-cane. It also has Government Farms in Trinidad and in Tobago for the improvement of live-stock, including horses, cattle, pigs, and poultry.

Just beyond the Experiment Station and near the tramway terminus, **Lady Chancellor's Road,** so named after the wife of Sir John Chancellor, Governor from 1916 to 1921, runs to the heights of St. Ann's for a distance of about two miles, affording splendid panoramic views of Port of Spain, the Gulf of Paria and away over the Caroni Swamp to San Fernando hill which forms a conspicuous object in the distance (left). The road was constructed by prison labour between 1916 and 1921 and it was hoped that sites would be taken up alongside it for building purposes ; but this has not yet been done.

The road forms the north-west boundary of the famous Botanic Gardens, which adjoin Government House under the hills on the north side of the Savannah.

Government House stands at the foot of the hills at St. Ann's on the north or far side of the Savannah, which it overlooks. It is a substantial building of limestone, erected in 1875, on the Indian model, from designs by Mr. Ferguson, at a cost of £45,000. Its surroundings are very attractive, for it stands in the famous **Botanic Gardens,** to which Charles Kingsley devoted so many pages of glowing description in "At Last." The gardens were established under the direction of Mr. David Lockhart in 1820, and enriched by plants from the historic St. Vincent Garden (*see* page 185) three years later. When Kingsley visited Trinidad in 1869 the old Government House had been destroyed, and the Governor, Sir Arthur Gordon—afterwards first Lord Stanmore—with whom he stayed, lived in a cottage just outside the gardens.

The Gardens were formerly the sole domain under the charge of the Botanic Department, now merged in the Department of Agriculture. But as they proved too small for the double purpose of amassing a collection of tropical plants and the carrying out of experimental work, the adjacent St. Clair Experiment Station was added in 1898.

Government House Gardens, now set free from more utilitarian purposes, are being developed as a store-house of tropical plants arranged with more regard to ornamental effect than was possible in their former more crowded condition. The following are amongst the more noteworthy objects of interest to the visitor with a short time at his disposal: the front lawns near the bandstand with their beds of decorative tropical plants; the adjacent fernery; the collection of palms, in which the Gardens are rich, including not only native species but also introductions such as the oil palm of West Africa (*Elæis guineensis*), the talipot of Ceylon (*Corypha umbraculifera*), the date palms and other species of *Phœnix*; the graceful bamboos; the curious screw pines (*Pandanus* spp.) supported on their stilt roots; and the native cannon-ball tree (*Couroupita guianensis*). Masses of colour are provided in season by

GOVERNMENT HOUSE, ST. ANN'S, TRINIDAD
This palatial residence of the Governor overlooks the Savannah

LABORIE, ST. LUCIA
The graceful trees so characteristic of the West Indies are coco-nut palms

the flamboyant tree (*Poinciana regia*), the Queen of Flowers (*Lagerstræmia flosreginæ*), the wonderful Burmese *Amherstia nobilis*, the tree Cassias, such climbers as the gorgeous bougainvilleas, the Shower of Gold (Bignonia), and the beautiful white and gold *Camœnsia maxima* near the Fern Houses. Amongst the shrubs, the crotons, hibiscus, and poinsettias, cannot fail to delight the visitor from temperate regions. Scattered about the gardens are numerous examples of the umbrella-shaped saman or rain-tree (*Pithecolobium saman*), the finest example being one by the west corner of Government House. The Nutmeg Ravine affords a delightfully shady walk, along which are to be seen specimens of the panama hat plant (*Carludovica palmata*) and the vegetable ivory palm (*Phytelephas macrocarpa*). By the far end of the Nutmeg Ravine is a fine collection of palms, mostly native, and the fern and orchid houses, surrounded by more beds of ornamental plants. Amongst recent interesting additions to the Gardens are young trees of the handsome *Colevillea racemosa* and the Indian laburnum (*Cassia fistula*), planted by H.R.H. Prince Albert of Wales and Her Highness Princess Marie Louise during their visits in 1913. In the midst of this pleasance is an old burial ground. At the back of the Gardens several pleasant walks can be taken and visitors should not omit to ascend the hill to the "Look-out," or Folly, a shelter at an elevation of about 300 feet, whence there is another fine panoramic view over Port of Spain, the Gulf, and over the Caroni to San Fernando Hill, a conspicuous object in the distance to the left.

The Constabulary Band plays in the Gardens on Wednesdays and Sundays from 5 P.M. to dusk, and once a month, at about full moon, in the evening.

To the east of Government House, under the hills of Belmont opens the St. Ann's Valley, down which descends the Dry River. The trams run up the valley for some distance; beyond the end of the road a grassy path penetrates this secluded part.

On the east side of the Savannah, amid a row of pretty villas, is the **Soldiers' and Sailors' Club,** opened in 1922, which stands next to the **Shamrock Club.** On the Laven-

tille Hills to the east of the city is the small chapel of **"Ou Lady of Loretto,"** (an easy walk of 1½ hours), commandin an extensive view of the Gulf.

Among shorter expeditions from Port of Spain one o the most enjoyable is the drive along the coast to **Carenage Chaguaramas Bay,** and **Macqueripe Bay.** The road run past **St. James' Barracks** (where the white troops wer quartered until the garrison was withdrawn), with its nobl avenue of Saman or rain-trees, an Indian village, an the coco-nut palm fringed shore. The view from Carenag of the Five Islands is very fine. These small islands tha recall those on the Italian lakes, are, with the exceptio of Nelson which is an immigration depôt, favourite holida resorts when they are not needed for quarantine purposes

Beyond Carenage the road to Macqueripe Bay, on th north coast, branches off on the right, and the main roa crossing the neck of a promontory reaches Chaguarama Bay, off the wide mouth of which stands the island o Gasparee or Gaspar Grande. In this historic bay, whic witnessed the destruction of Admiral Apodaca's ships i 1797 (*see* page 114), is moored a **Floating dock,** formerl owned by the Trinidad Dock and Engineering Company but now the property of the local Government. It ha an over-all length of 365 feet, an inside width of 56 fee and can lift ships of 4000 tons.

On **Gasparee,** which can be reached by launch fro Chaguaramas daily at 9 A.M. and 4.30 P.M., and also b Gulf steamers from Port of Spain, there are some ver remarkable stalagmitic caves which rival the Blue Grott of Capri for beauty. They are situated at Pointe Baleine the western extremity and controlled by the managemen of the Pointe Baleine Hotel (*see* page 115). A walk o twenty minutes takes one to the entrance of the big cav The descent is made by ladders. The caves have neve been fully explored, but it is said that they were used a a treasure store by the buccaneers. Besides the Point Baleine Hotel there are numerous bungalows and villa on Gasparee including Fort Dragon, St. Mary's, Acham's Herrera's, Bourne's, Sorzano's, Goodwille's, Savary's Bombshell Bay and Gamble's.

Macqueripe Bay, an exquisitely pretty little cove where the cable is landed, is a favourite bathing resort.

The **Five Islands,** and Huevos and Monos, at the Bocas, like Gasparee, form ideal picnic resorts, and are much frequented from Saturday to Monday. They are visited by the Gulf steamers four times a week. Their chief residences are Wehekind's on Huevos; and Domus, Balmoral, Morrison, Protheroe's, Copper Hole, Grand Fond, Pampelonne's and Kenny's on Monos.

The **Maraval Reservoirs** (4½ miles from Port of Spain) which, together with the Diego Martin Waterworks and the Cocorite Wells furnish the water supply of the City, are worth inspecting. They are scrupulously clean and, surrounded as they are by graceful bamboos, bright coloured crotons, oleanders and ferns, are quite picturesque.

Beyond the waterworks, the road ascends the valley through the fertile Mocha Estate to **The Saddle** (*La Sella*), the summit of the ridge separating the Maraval from the Santa Cruz Valley. Here it passes through a narrow defile or cutting, and then descends through rich and well watered cocoa plantations to Santa Cruz, with its many pleasant villas nestling among the trees, and the small hamlet of San Juan; below which it joins the main road between St. Joseph and Port of Spain. The ride or drive over the Saddle is justly regarded as one of the most delightful of the shorter excursions from Port of Spain.

The **Long Circular Road** reached from the Diego Martin or Maraval Roads affords a pleasant afternoon drive. Passing Champs Elysées (right) the home of the de Boissière family, and an old cemetery (left) where many victims of a yellow fever outbreak in the 'seventies lie, and a large building where Germans were interned during the Great War, it reaches St. James' Barracks (*see* page 128).

The **Blue Basin** at Diego Martin is nine miles from Port of Spain (3 hours by carriage or 1–1½ by motor there and back). The beginning of the drive is through the interesting East Indian village of Peru, and thence up the Diego Martin valley. The road passes the **Boy's Reformatory** and the **River Estate** where extensive experiments in cocoa cultivation are conducted by the Department of

Agriculture. **Fort George,** near Peru, but 1120 feet above the sea-level, commands a splendid view of Port of Spain, the Gulf, and Venezuela beyond. This fort, now a signal station, was built in 1805 by Governor Sir Thomas Hislop. It proved the ruin of a wealthy merchant named George Dickson, who spent a fortune of £80,000 in defending himself against charges of committing irregularities in connection with the supply of materials, before he was acquitted. It was to this fort that the merchants of Port of Spain took their books and valuables when the English Fleet was mistaken for that of Villeneuve, which Nelson was pursuing, in 1805, immediately before the battle of Trafalgar.

At one part the Diego Martin valley opens out into a flat plain, which formerly used to be under sugar-canes, but is now for the most part quite uncultivated. The plain has an evil reputation, having been the scene of no fewer than four blood-curdling murders, the last having been when a priest was brutally murdered and was found tied to a tree. About a mile this side of the Blue Basin are situated the Diego Martin Waterworks, which were formally inaugurated in 1907. The **River Estate** was acquired by the Government in 1897 in order to protect the sources of water-supply. The lower portion is now cultivated as a cocoa estate in charge of the Department of Agriculture. It occupies a natural amphitheatre of timber-covered hills with an opening to the south. On this ridge is situated the **North Post** signalling and wireless telegraph station. At the head of the Diego Martin valley motor-cars stop, and visitors proceed afoot up a winding mountain path for about half a mile. The Blue Basin is a small lake, forty or fifty yards in diameter, into which a waterfall precipitates itself in a slanting direction from the midst of dense tropical foliage. Visitors can generally depute a small boy to bathe in the limpid waters (if one of the party does not care to do so himself), and thus form the foreground to a striking picture for the camera.

The principal road out of Port of Spain runs east parallel with the railway as far as St. Joseph (7 miles), beyond which town it branches into two, one, the **Eastern Main**

Road, crossing the island to Sangre Grande and the east coast—the other, the Southern Main Road, running south to San Fernando. After crossing the Dry River it skirts the Laventille Swamp, which is being gradually filled in by prison labour, and the larger Caroni Swamp to the south of it. The Caroni swamp is also being reclaimed and when the work, which has been entrusted by the Government to private enterprise, is completed a saving of ten to twelve miles in the distance by road between the capital and San Fernando will be effected, and the health conditions of Port of Spain which suffers from having a noisome swamp so near, greatly improved. Four miles from Port of Spain the road passes the outskirts of the little hamlet of **San Juan** on the Saddle Road a little to the north.

The sleepy little town of **St. Joseph,** the former capital of the island, was founded as far back as 1577 and called after Don Joséf de Oruña, a former Governor. The settlement was plundered in 1595, by Sir Walter Raleigh, who put the garrison to the sword and treated the Governor, Don Antonio Berrero with great severity, subsequently justifying his action on the grounds that if he had left the garrison behind his back he would have "savoured very much of the ass." St. Joseph has several churches, that of the Roman Catholics (built in 1815) being noteworthy on account of some very old stained-glass windows. In the churchyard is the curious old tomb of the Farfan family.

The town of St. Joseph was the scene of the mutiny of free black recruits of the West India Regiment under Donald Stewart or Dâaga on June 17th, 1837, of which a graphic description is given in E. L. Joseph's "History of Trinidad." Many of the mutineers were shot on the spot where the convent now stands. The barracks were situated on the Savannah beyond the church, the main buildings were on the left of the road and the parade ground on the right. Dâaga, who was the adopted son of the King of the Paupaus, a savage African race, was captured by some Portuguese by treachery while he was transferring to them some slaves whom he had taken during a predatory expedition. The Portuguese

vessel on which he was entrapped fell into the hands of the British and he and many other captured Africans were induced to enlist in the West India Regiment. Dâaga nurtured in his heart deep hatred against all white people and he it was who persuaded the recruits to rise. Happily they were unskilled in the use of firearms ; otherwise the bloodshed—about forty lives were lost—would have been far greater. Many deeds of valour were performed, not the least of which was the ride of Adjutant Bently from the Officers' Quarters to the Barracks under a rain of bullets. Happily the mutiny was suppressed and after a court-martial Donald Stewart, Maurice Ogston, and Edward Coffin, the three ringleaders, were executed in front of the barracks.

The mutineers marched abreast. The tall form and horrid looks of Dâaga were almost appalling. The looks of Ogston were sullen, calm and determined ; those of Coffin seemed to indicate resignation.

At eight o'clock they arrived at the spot where three graves were dug ; here their coffins were deposited. The condemned men were made to face to westward. Three sides of a hollow square were formed, flanked on one side by a detachment of the 89th Regiment and a party of artillery, while the recruits (many of whom shared the guilt of the culprits) were appropriately placed in the line opposite them. The firing-party were a little in advance of the recruits.

The sentence of the Courts Martial and other necessary documents having been read by the Fort Adjutant, Meehan, the chaplain of the forces, read some prayers appropriated for these melancholy occasions. The clergyman then shook hands with the three men about to be sent into another state of existence. Dâaga and Ogston coolly gave their hands ; Coffin wrang the chaplain's hand affectionately, saying, in tolerable English, " I am now done with the world."

The arms of the condemned men, as has been before stated, were bound, but in such a manner as to allow them to bring their hands to their heads. Their night-caps were drawn over their eyes. Coffin allowed his to remain, but Ogston and Dâaga pushed theirs up again. The former did this calmly : the latter showed great wrath, seeming to think himself insulted, and his deep metallic voice sounded in anger above that of the Provost Marshal, as the latter gave the words " Ready ! Present ! " But at this instant his vociferous daring forsook him. As the men levelled their muskets at him, with inconceivable rapidity he sprang bodily round, still preserving his squatting posture, and received the fire from behind ; while the less noisy, but more brave, Ogston, looked the firing party full in the face as they discharged their fatal volley.

In one instant all three fell dead, almost all the balls of the firing-

party having taken effect. The savage appearance and manner of Dâaga excited awe, admiration was felt for the calm bravery of Ogston, while Edward Coffin's fate excited commiseration.

To the south of the town are the **Government Stock Farm** and the St. Augustine Estate, where the large-scale experiment work of the Department of Agriculture is carried on. Permits to visit both can be obtained from the Department. In the drawing-room of the former residence, "Valsayn," Don Joséf Maria Chacon, the last Spanish Governor, signed the treaty of capitulation to the English in 1797. Sir Ralph Abercromby and Admiral Harvey were the English representatives, and the Mayor, Don José Mazan, was also present. His portrait and that of his wife are shown. It was through the orchard that Sir Walter Raleigh and his men approached when they burnt the town in 1595. The Stock Farm, now 350 acres in extent, was originally started in 1879 at St. Clair, and was removed to its present site in 1901. Here some fine Zebu cattle can be seen. The Royal Palm near the manager's office was one of two planted by Prince Albert Victor and Prince George (now King George V) when they visited Trinidad in the *Bacchante* in 1880.

St. Augustine Estate was purchased by the Government in 1900. It is administered by the Department of Agriculture. Here cultivation and manurial experiments are conducted.

On the pasture of St. Augustine, in the fork formed by the two branches of the railway, are the buildings of the **West Indian Agricultural College.** This institution was established in 1921 as the outcome of the recommendations of the Tropical Agricultural College Committee appointed by Viscount Milner in 1919. It aims at providing agricultural training to young men intending to embark on a planting career, and to scientists appointed to agricultural posts in the tropics, and provides also post-graduate courses. The college is supported by contributions from the participating colonies and industries and by an Imperial grant. The Imperial Department of Agriculture founded in 1898 was amalgamated with the College on April 1st, 1922. Between St. Augustine and the Caroni River there is a large area

of land under bamboos which are being grown for the manufacture of paper for Messrs. Nelson and Sons.

The **Maracas Fall** is a drive of 7½ miles from St. Joseph through very characteristic scenery and many cocoa plantations, in the direction of El Tucuche, one of the two highest peaks in Trinidad. The fall is far finer than the Blue Basin, but the expedition to it requires a full day. The Maracas Fall, is, of course, seen at its best in the rainy season, but at any time of the year it is noteworthy. The water falls over a perpendicular wall of solid rock 340 feet high, splitting itself in the air, and thus producing a constant shower. The rock is covered with mosses and ferns and tropical plants of every description.

El Tucuche is four miles beyond the fall and can be reached by a bridle road from the picturesque Caura Valley. There is a small shanty on the summit (3075 ft.) where, if he wishes, the visitor can spend the night in the climate of an English spring. Another expedition of interest from St. Joseph is to the Benedictine Monastery on the hill behind St. Joseph, now called Mount St. Benedict. On a higher elevation, which they call Mount Tabor the enterprising Abbot and his industrious monks have erected a sanatorium.

Beyond St. Joseph, the Eastern Main Road runs almost parallel with the railway, through Tunapuna, Tacarigua and Arouca to **Arima** (16 miles from Port of Spain), a small town of 4,200 inhabitants, but possessing its Mayor and Council. It is an important centre of the cocoa industry. On August 31st, Santa Rosa day, the town is always *en fête*, and a race-meeting is held on its Savannah. Proceeding across the island the road runs south-east from Valencia village through the forest to Sangre Grande (29 miles from Port of Spain). From this town the road strikes north again, and, running in a north-easterly direction, passes through Matura Village and districts devoted to the cultivation of coco-nuts, to **Salybia** and **Balandra** Bays near the northern end of the East Coast or Bande de L'Est. Here there are glorious expanses of white sand from which delightful surf-bathing can be enjoyed in the open Atlantic. The east coast (*see map* page 113) has three great bays, namely those

of **Matura, Cocos** and **Mayaro,** each of which should be visited if time permits. For the greater part of its length the entire coast is fringed with coco-nut palms, and it is said that the Cocal, as the coco-nut grove between Manzanilla and Radix Points is called, owes its origin to a French vessel laden with coco-nuts having been wrecked there and to some of the nuts having been washed ashore and taken root. The north-east trade-wind, fresh from across 3,900 miles of ocean, blows uninterruptedly straight upon the East Coast, lashing the shallow sea into foaming breakers for more than a mile out. The shore for miles is lined with waving coco-nut trees extending to the very edge of, and sometimes on to, the sandy beach itself, the whole forming, as it suddenly breaks upon the eye, the marvellous panorama of life, sound, and colour which Kingsley pictured half a century ago and described in "At Last," a book which every visitor to Trinidad should read. In many parts the sandy beach is used as a high road and one may meet an occasional cart or motor-car, and peasants riding or walking from place to place. Here no one need starve, for, apart from coco-nuts from the palms fringing it, the sand, below high-water mark, is full of tiny shell-fish called "chip-chip" which make an excellent soup.

Another glorious beach is that of **Guayaguayare** at the eastern end of the south coast. Here on the fringe of the white sand are several screened bungalows belonging to the Trinidad Leaseholds, Ltd., which owns the oil-bearing land in the vicinity. Guayaguayare was the scene of the early operations of Major Randolph Rust, pioneer of the present oil industry. The wells are located in a clearing in the forest which can (with permission) be reached by a trolly running through the bush. At present they are capped pending the exploitation of this area.

The **Southern Main Road** branches off to the right just beyond St. Joseph. Running south it crosses the Caroni River (12 miles from Port of Spain) and passes (left) the **Caroni Sugar Factory** where a high class of West Indian crystallised (yellow) sugar, which was used by Shackleton on his last two expeditions, is made. The villages of

Cunupia and Chaguanas are next reached and then Couva.

Near **Couva** (25 miles) the sugar usines of Brechin Castle and Waterloo can be inspected (*see* page 430).

In the **Montserrat** district, reached by train to Couva (27 miles) or to Claxton Bay (30 miles), the chief object of interest, besides the many cocoa estates, is the Black Virgin in the small church of Nôtre Dame de Montserrat at Tortuga. It is a wooden figure of the Madonna and Child, which was imported by Mr. Joaquim Colomer from Spain, and, though her features are not those of a negress, her face and hands are quite black. There is also a black virgin at Siparia (*see* page 140). The view from Montserrat is at all times exquisite; but it is seen at its best when the Bois Immortel (*Erythrina umbrosa*) is in bloom. This tree, which is planted to shade the cocoa trees and is consequently called "madre de cacao," is in January and February ablaze with a brick-red flower.

The **Tabaquite Oil-fields** can be reached by motor-car through the beautiful Montserrat district or by rail to Tabaquite Station, 30 miles. One of the largest oil producing areas in the Colony, Tabaquite is noted for the superior quality of its petroleum which is so light that it has been used in a motor-lorry without being refined. The wells of the Trinidad Central Oilfields Ltd., are situated in a clearing in the forest on the right-hand side of the main road to Mayaro.

To return to the **Southern Main Road.** By the roadside at Claxton Bay are the great tanks of the Trinidad Central Oilfields to which oil is conveyed through pipe-lines from the Company's oil-fields at Tabaquite. The road now crosses the neck of the hilly promontory of **Pointe-à-Pierre** on which quite a small township has sprung up in recent years. It is the property of the Trinidad Leaseholds, Ltd. (*see* page 139), one of the foremost oil companies in Trinidad. Here they have their storage tanks, refineries, cracking plants, and staff houses and bungalows, all screened with wire gauze to keep out mosquitoes. The oil is shipped from a pier, jutting into the Gulf, from which also vessels are bunkered with fuel oil. In 1808 it was proposed to transfer the capital to Pointe-a-Pierre on account of the

convenient situation of the promontory and the deep water round it, which enables large vessels to come close in without danger.

At Marabella, near San Fernando, are some **Manjak Mines,** said to contain the largest deposits of manjak yet discovered. This mineral is a form of bitumen in a solid and very pure state, which is used principally for electric insulation, and in the manufacture of varnish and enamel.

A **Thermal spring** near the San Fernando waterworks can be visited.

San Fernando, the second town of the island (35 miles from Port of Spain, two hours by train), was founded by Chacon in 1712 and named after the son of Carlos IV of Spain, who afterwards became Ferdinand VII. It was incorporated in 1846. The town is situated on the slopes of a hill of cretaceous formation, which stands out by itself near the sea in the undulating Naparima district, the principal sugar-growing part of the island. The business quarter is at the foot of the hill straggling down to the harbour, whilst the principal residences are perched amid the foliage on the hill-side. On the Harris Promenade (so called after Lord Harris, Governor from 1846 to 1854, are Carnegie Free Library, the Anglican, Roman Catholic, Wesleyan and Presbyterian Churches, the Police Barracks, Court House, Town Hall and Hospital. San Fernando is the headquarters of the Canadian Mission which controls the Naparima College, the Training School, the Presbyterian Theological College and the High School for Girls.

From San Fernando several **Sugar Estates** and factories may be visited. They include the Usine St. Madeleine of the St. Madeleine Sugar Company, Ltd. (4 miles from San Fernando) and La Fortunée Estate, formerly owned by the late Sir Charles Tennant. All are equipped with modern machinery of a very elaborate character. The Usine St. Madeleine is an immense building resembling a railway station rather than a sugar factory. It was the first central factory erected in the British West Indies, having been founded in 1870 by the Colonial (later the New Colonial) Company at the instance of the late Sir Nevile Lubbock, who was also responsible for the development

of cane farming, a system by which peasant proprietors grow sugar-canes and deliver them when ripe to the factory. The principle of the central factory system, in which the future of the West Indian sugar industry is believed to lie, is the grouping together of a number of estates whose sugar-canes are ground at one central base, with the result that a considerable saving of expense is effected. The canes are brought to the factory by locomotives over railways, of which there are some sixty miles running through or in communication with the estates that feed this particular Usine. There are now nearly 12,000 prosperous cane farmers in the neighbourhood, of whom more than half are East Indians.

Princes' Town (8 miles by rail, and 7 by road from San Fernando) is chiefly worthy of notice on account of the mud volcanoes five or six miles to the south-east of it. These, however, it must be admitted, are rather disappointing, although they are now considered to indicate the presence of oil in the strata below, which a company will soon endeavour to exploit. The mud volcanoes are excrescences on the surface of a bare muddy flat, from which muddy water and gas ooze. Occasionally the little volcanoes are very active; but they have never done any harm. The residents in the neighbourhood call the place "the Devil's Wood-yard." Prior to a visit of King George V, then Prince George of Wales, and his brother Prince Albert Victor, during their cruise in the *Bacchante* in 1880, the town was known as the Mission, having formerly been, like Arima, a spot where the missionaries worked among the original Indian inhabitants. Two Poui trees planted by the young Princes in the churchyard are pointed out to visitors. The railings which surround them were put up in 1887 to commemorate Queen Victoria's Jubilee.

Fyzabad, one of the principal oil-producing centres in Trinidad lies to the south-east of San Fernando from which it can be reached in comfort by motor-car. This district was originally a settlement of time-expired East Indian immigrants each of whom had exchanged his right to a return passage to Calcutta for ten acres of fertile Crown

land in Trinidad. The property is now owned by various oil-companies the principal being the Trinidad Leaseholds, Ltd., and the Apex (Trinidad) Ltd. A new road dips into the virgin forest from the main road to Siparia. At the junction of the two roads is the Apex oilfield and a drive of three miles along the new road brings one to a great clearing, where the tall trees have given place to a forest of derricks, each denoting a well.

The **Pitch Lake** at La Brea is reached by Gulf steamer from Port of Spain, by train to San Fernando and thence by steamer, or preferably by motor-car, the expedition occupying a whole day. To go to Trinidad without visiting the Pitch Lake would be like going to Rome without entering St. Peter's. The lake is a vast deposit of bituminous matter, 114 acres in extent. The surface is now practically bare of vegetation and hard enough to bear foot traffic and also carts, while by the aid of a sort of corduroy road made of wood, it supports a cable tramway. The pitch is dug out and loaded into buckets which are carried by cars on a tramway. These buckets, suspended on a cable, are conveyed by a system of telpherage along a jetty known as "Brighton Pier," whence the pitch is shipped to all parts of the world. It is possible to pick up masses of the pitch and to mould it into shapes without soiling one's hands, the pitch being mixed with grit and not pure ; and almost as fast as it is dug out, fresh material works itself in by natural pressure from the sides and from below. The lake is at present leased to the New Trinidad Lake Asphalt Co., Ltd., who export on the average about 200,000 tons of pitch annually. Mr. Arthur W. Sewall, the Chairman of the Company, and the majority of the Board are Philadelphians, while Mr. H. F. Previté is the London director. The origin of the deposit has caused no little discussion, but the best opinion seems to be that the asphalt is a carboniferous deposit formed from petroleum which has escaped from the oil sands beneath. The lake itself, owing to the absorption of the sun's rays, is one of the hottest spots in the world, while it is peculiarly subject to sudden showers of cold rain. The white employees of the Company used to reside on Brighton Pier, which

consequently resembled a lake village. Now, however, the whole forest has been cut down and they are accommodated in a group of charming houses which looks quite like a garden suburb, while the black labourers are accommodated in a model village recently established at the north-east corner of the lake.

There is a tradition in the locality that the village of a tribe of the Chaimas once occupied the spot where the Pitch Lake now is. These Indians offended the Good Spirit by destroying the humming-birds, which were animated by the souls of their deceased relations, and were therefore, as a punishment, engulfed with their village and all their belongings.

The whole of this district has undergone a remarkable change in recent years as a result of the development of the local petroleum industry. The concessionaries of the Pitch Lake were among the first to bore for oil in the island. Permission can readily be obtained to inspect the oil-wells, tanks and pipe-lines.

From La Brea the remote village of **Cedros** on the south-west promontory of Trinidad can be visited. It is the centre of a large area under coco-nut cultivation.

At **Siparia** (16 miles south-east of La Brea; 50 miles from Port of Spain by rail) there is in the Church of La Divina Pastora another Black Virgin (*see* page 136) to which wonderful healing properties are attributed. This little leather covered figure, about 30 inches high, is an object of pilgrimage for the devout from far and near on Low Sunday. There is a legend that once upon a time the Parish Priest of Oropouche removed this Black Virgin to St. Mary's Village eight miles away to the north for greater safety, and that next day she found her way back to her shrine as the Bambino of the Ara Coeli did in Rome.

An opportunity of seeing something of the varied scenery of the coasts of Trinidad is afforded by the Coastal steamer which leaves every Monday for Scarborough, Tobago. In one week she goes through the Bocas and passing the exquisitely beautiful bays of Macqueripe, Maracas and Las Cuevas calls at Blanchisseuse, Grande Rivière, Sans Souci and Toco (*see map*, page 113) whence she crosses to Tobago

in 2½ hours. In the other week she steams south through the Serpent's Mouth along the South Coast calling at Erin and Moruga and, passing in sight of the three mountains which suggested the Trinity to Columbus and so gave the island its name, and Guayaguayare, rounds Cape Galeota—called La Galera in the Discoverer's day. Thence she steams north past the superb beaches of Mayaro and Manzanilla from which she heads for Tobago.

Off **Erin** a remarkable manifestation of submarine volcanic activity was witnessed on November 4th, 1911. Following heavy detonations, huge columns of smoke and fire, which were visible fifty miles away, rose from the depths of the sea, and after they had cleared away it was seen that a new island three acres or more in extent had made its appearance. As soon as it had cooled down the Union Jack was firmly hoisted upon it; but the newcomer eventually disappeared again beneath the waves.

TOBAGO.

Robinson Crusoe's Island.

Tobago, once known as New Walcheren, is the island from which Defoe drew his descriptions for his immortal work, "Robinson Crusoe." It lies in latitude 11° 9′ N. and longitude 60° 12′ W., about 75 miles south-east of Grenada and only about 20 miles north-east of Trinidad. The actual distance between Scarborough, its chief town, and Port of Spain is 70 miles, and the nearest points in the two islands are Point Petit and Point Galera respectively. The island, of which the population at last census was 23,378, is 26 miles long and 7½ miles wide at its greatest breadth, and has a total area of 114½ square miles. Unlike its neighbours, it lies east and west. Mr. Cunningham Craig, the late Government Geologist, has noted that the northern range of Trinidad which is entirely formed of metamorphic rocks is part of the same massif that forms almost the whole of Tobago. A main ridge of hills 18 miles in length runs down the centre of the northern portion, culminating

in Pigeon Hill (Speyside), which is 1900 to 2000 feet above the sea. Long and deep valleys, very fertile and each with its own stream, run up to it from either side, divided from each other by spurs which branch off from the main ridge. The principal river is the Courland in the north-west, named after the Viking Duke who in the seventeenth century exercised almost sovereign sway in Tobago. The central portion is undulating, with little valleys and conical hills, and the south end is quite flat. About 53,000 acres are owned privately ; 6,360 acres in the north are set apart as a rain and forest reserve, and the remaining 13,640 acres are Crown lands available for sale. The chief areas of cultivation are on the south side, on which the slopes of the hills are less steep than in the north. Scarborough (population 773), the capital of Tobago, formerly called Fort Louis, is situated at the south of the island, about eight miles from the south-west point. The only other town is Plymouth, really only a village (population 763), on the north side, five miles from Scarborough. The principal villages are Roxburgh in the Windward district and Moriah in the northern. Around the coast there are many excellent bays, most of which are well sheltered and afford safe anchorage with deep soundings. Indeed, Man-o'-War Bay, a very spacious harbour, is said to be capable of affording shelter to the whole of the British fleet ! What is most wanted for Tobago is the introduction of capital and labour ; given that, there should be no reason why this beautiful island should not regain a large portion at least of its former prosperity. A hopeful feature is the number of new settlers from the mother-country who have lately acquired plantations in different parts of the island. Grenadians, too, after selling their cocoa plots in their own island to the large proprietors have been acquiring land. By their industry and thrift they set a notable example to the Tobagonians.

INDUSTRIES. The soil of Tobago is fertile and capable of producing a variety of tropical products. Sugar is no longer the staple of the island, cocoa, coco-nuts, coffee, and nutmegs having now taken its place. The largest cocoa plantations are in the Windward district and at Roxburgh, where the latest developments in cocoa

cultivation and preparation may be seen. What is known as the contract system is frequently adopted in the establishment of a cocoa estate. The land is given out to contractors in parcels of three to five acres for a term of years—usually five. The contractor has entire possession of the land during that period, reaps the ground provisions, and plants it in cocoa. At the expiration of the contract, the trees are counted, and a fixed price, usually 1*s*., is paid for each full-bearing tree, 6*d*. for each tree not full bearing but over three years of age, and 3*d*. for each tree between one year and three years. These agreements are dealt with under the Agricultural contracts Ordinance and a statutory form of contract has been established. Rubber (*Castilloa elastica* and *Hevea brasiliensis*) was planted to a considerable extent during the boom of 1910 but it has been practically abandoned, being unable to compete with rubber from the East where labour is more cheap and plentiful. Limes are being planted, the soil being very suitable for citrus cultivation. Tobacco is produced to a small extent in the Leeward district, and is used locally for pipe smoking. Cotton is also grown in the flat lands of the Leeward district, and Thornton's hybrid, a local product, has given excellent crops, but stainers and other pests have hindered the progress of this industry. An impetus has been given to the raising of stock by the establishment of the Government Stock Farm in the Leeward district.

CLIMATE. The climate of Tobago is delightful. The mean temperature is 80° Fahr., but owing to the extensive seaboard, the heat is nearly always tempered by a cool sea breeze. This is particularly the case in the dry season, from December to June. In the wet season, especially during the months of August and September, the heat is sometimes oppressive owing to the stillness of the moisture-laden atmosphere. The rainfall varies very much in different parts of the island. In the western portion it does not exceed 60 inches in the year, and land in that part occasionally suffers from drought, through its having been almost entirely denuded of forest in order to make room for the cultivation of the sugar-cane. In the central and Windward districts, the rainfall varies from 85 to 95 inches, and in some parts of the northern district it exceeds 100 inches. The island is outside the hurricane zone. The birth-rate is about 24 and the death-rate 19 per 1000, but over 45 per cent. of the deaths are those of children under five years of age.

HISTORY. It would require many pages to record fully the history of Tobago, for the island has changed hands more often than any other in the West Indies. It is said that when it was first discovered by Columbus in 1498, it was an uninhabited island though traces of Carib settlements have been found in it. Some colonists from Barbados effected the first settlement in 1625, but there are writers who state that the English flag was first hoisted over it as early as 1580. In 1628 the island was included in the grant made by Charles I to the Earl of Montgomery, but the first settlers were attacked by Caribs from the mainland or the neighbouring islands, and many were killed, those who escaped settling on the island of

New Providence. Four years later 200 Zealanders from Flushing landed, but within a year they too were driven away by the Indians, who were goaded on by the Spanish. In 1642 James, Duke of Courland, sent out two shiploads of settlers, who were followed in 1654 by Dutch colonists, collected by two Flushing merchants, who established themselves on the southern coast. A dispute soon arose between the two groups of settlers, and in 1658 the Courlanders were completely overpowered by the Dutch, who remained in sole possession of the whole island until 1662. In that year the Dutchman Cornelius Lampsius, one of the founders of their colony, was created Baron of Tobago and proprietor of the island as a Dutch dependency under title from the Crown of France. In 1664 the grant of the island to the Duke of Courland was renewed. The Dutch refused to recognise his title, and in 1666 the island was captured by privateers from Jamaica. A small garrison was left, but within a year it was compelled to surrender to a few Frenchmen from Grenada, who in their turn abandoned the colony in 1667, leaving the Dutch in possession. In 1672 Sir Tobias Bridges, with troops from Barbados, broke up the Dutch settlement; but the Dutch returned, only to be defeated by a French fleet under Count D'Estrées after one unsuccessful attack in 1677. Louis XIV restored the island to the Duke of Courland, who in 1682 transferred his title to a company of London merchants. In 1748 the island was declared neutral by the Treaty of Aix-la-Chapelle. From 1762, when it was captured by our forces, to 1781 Tobago was in the hands of the British; but in the latter year the colony capitulated to the French under the Marquis de Bouillé, and in 1783 it was ceded to France. Ten years later it was retaken by the English, but again restored to France by the Peace of Amiens in 1802. In 1803, however, it was recaptured by Hood, and it was ceded to England in 1814, since which date it has remained a British colony.

CONSTITUTION. By an Order in Council of October 20th, 1898, it was provided that the island of Tobago should become a Ward of the united colony of Trinidad and Tobago; that the revenue, expenditure, and debt of Tobago should be merged in those of the united colony; that the debt due from Tobago to Trinidad should be cancelled; that (with some specified exceptions) the laws of Trinidad should operate in Tobago, and those of Tobago cease to operate so far as they conflicted with the laws of Trinidad; and that all future ordinances of the Legislature of the colony should extend to Tobago, with the proviso that the Legislature should be empowered to enact special and local ordinances and regulations applicable to Tobago as distinguished from the rest of the colony. This Order in Council was brought into effect from January 1st, 1899, by a proclamation of the Governor issued on December 8th, 1898. The post of Commissioner, the officer who formerly administered the government, ceased to exist, and the post of Warden and Magistrate was created.

ACCOMMODATION. Tobago has no hotels; but at **Scarborough** there are several boarding-houses, including *Macville*, near

the Court House, and *Peru Cottage*, the terms for board and lodging at which are 10*s*. to 12*s*. 6*d*. per day or according to arrangement. Visitors intending to make a stay in Tobago should make arrangements beforehand. At convenient distances throughout the island there are Government "Rest Houses." Permission to use them can usually be obtained from the Public Works Department.

COMMUNICATIONS. Tobago has no direct steamship communication with the mother country and Europe. There is, however, weekly communication between the island and Trinidad by the steamer *Belize*, which runs once a fortnight from Port of Spain, Trinidad, to Scarborough, and then round Tobago and back to Port of Spain, with a call at Scarborough in the alternate week on her trip round Trinidad. Motor-cars can be hired at 1*s*. 6*d*. per mile, dog-carts and buggies for 10*s*. to 25*s*. per day, and good riding-horses for 2*s*. per hour, 6*s*. per day, or £1 0*s*. 10*d*. per week.

SPORTS. There is a *lawn-tennis* club at Scarborough and courts at Roxburgh and King's Bay to which visitors are welcomed. *Cricket* is played by the Tobago Cricket Club. *Pony races* are held on Petit Trous Beach near Scarborough and elsewhere at Easter. The sea *bathing* is good and may be indulged in with perfect safety and without fear of sharks or treacherous currents, and the same applies to *boating*. *Fish* is abundant, the most appreciated being snapper, king-fish, grouper, and Spanish mackerel. Eels are plentiful, and also lobsters, crabs, crayfish, and several kinds of turtle. *Deer* and *game birds* are abundant. Among the latter is the cocorico, a bird which resembles the English pheasant, and is believed to be peculiar to this island. Tobago is also visited by migratory birds, including plovers and Ramie pigeons. The birds of plumage are superior to those of any of the other islands. Into the small island known as Little Tobago, off "Speyside," recently purchased by an American ornithologist, Sir William Ingram, the former owner, successfully introduced Birds of Paradise.

CLUB. The members of the Union Club at Scarborough extend hospitality to visitors suitably introduced.

SIGHTS. The little town of **Scarborough** which succeeded Georgetown as capital in 1769, was formerly called Port Louis. It is picturesquely situated at the base of a hill 425 feet high overlooking the harbour of the same name, once called Rockly Bay. In 1790 during a mutiny of the French Garrison the town was destroyed by fire. At the top of the hill is the old **Fort King George,** where the ruins of barracks, military hospitals, etc., remain to testify to its former importance. The old barrack square is now the radio-telegraphy station, and on the brow facing Trinidad stands the lighthouse. A charming view of the surrounding country can be obtained from this spot. The old Dutch

and French forts, the buildings of which have long since been levelled to the ground, were quite near by. The principal buildings in Scarborough are the Government offices, police barracks, Anglican, Wesleyan, and Roman Catholic churches, Court-house, Royal Gaol, and Colonial Hospital. The town has branches of the **Colonial Bank** and the **Royal Bank of Canada.**

Government House, where the Governor and Judges reside on their periodic visits, is half a mile from Scarborough. In the grounds there is a grave-yard in which are the graves of the wife, son and two daughters, ob. 1823, 1820, 1819 and 1820 respectively, of Major-General Sir Frederick Robinson, Governor of Tobago from 1816 to 1828, and the grave of Sir William Young his predecessor, afterwards Member of Parliament, and a recognised authority on West Indian affairs. It is pathetic to picture Sir Frederick living his lonely life in the house near by after his wife and three children had left him. A small plate, affixed at the instance of the Hon. A. G. Bell, C.M.G., identifies Sir William Young's grave; but the head-stone provided by the House of Assembly is in the old Church.

The **Government Stock Farm,** established with the object of improving the breed of stock in the island, overlooks the harbour. The **Botanic Station** near the landing-stage deserves a visit. It was established on an abandoned sugar estate called "Dealfair."

The **Petit Trous Beach,** where the races are held, is a flat stretch of sand about three miles from Scarborough.

The expedition to **Robinson Crusoe's Cave,** ten miles from Scarborough to the west, is interesting. Though the experiences of Defoe's hero were based on those of Alexander Selkirk in Juan Fernandez, it is very evident from the text of "Robinson Crusoe" that Tobago was the island described by the author in that book. Possibly he was inspired by Poyntz's glowing description of the island (*see* next page). In this trip may be included the **Buccoo Reef,** which at low tide is a wonderful storehouse of beautiful shells; the adjoining Lagoon at Bonaccord Estate is a favourite spot for boating and fishing.

A visit to the **Mason Hall** and **Big River Falls** to the north of the island takes half a day. There are many rides which can be enjoyed in the country through romantic scenery, and also round the island, halts being made by permission of the Public Works Department at various rest-houses *en route*.

Nearly all the roads in Tobago were originally made by the French during their occupation of the island, and are more remarkable for their skilful tracery than for the condition of their surface. They have, however, been improved and a new road is being made all round the island which is already suitable for wheeled traffic as far as **Speyside** (25 miles). One can also drive all over the Leeward district.

At a distance of about 1½ miles from the north-eastern end of Tobago is the island of **Little Tobago,** formerly the property of Sir William Ingram, by whom it was sold to an American ornithologist. The rocks in the channel between it and the main island are known collectively as **Goat Island.** Little Tobago is about a mile long and has a total area of about 400 or 500 acres. It is clothed with dense tropical vegetation from the water side to the summit of its hills, which rise to a height of 490 feet above the sea level. It was into this island that Sir William Ingram introduced Birds of Paradise (*Paradisea apoda*) from the Aru Islands, Dutch New Guinea, in 1909. The island was once the home of an old hermit named Mitchell, who was marooned upon it. The descendants of the fowls which he kept are still to be found in the island in their wild state.

Writing of Tobago in 1683, Captain John Poyntz said :

Thou art here presented with The Present Prospect of the Island of Tobago, about forty Leagues distant from Barbadoes ; but far excelling that Island, and indeed any other of the Caribbee-Islands, in the Fertility and Richness of the Soil, and in the Commodiousness of its Bays and Harbors : and it is no paradox to affirm, That though it lies more south, the Air is as Cool and Refreshing as that of Barbadoes: and yet Exempted from those affrighting and destructive Hurricanes that have been often Fatal to the rest of the Caribbee Islands. . . . . And I am perswaded that there is no Island in America, that can afford us more ample Subjects to contemplate the Bounty and Goodness of our Great Creator in than this of

Tobago ; And this, I speak not by hearsay, or as one that has liv'd always at home ; but as one that has had Experience of the World, and been in the greatest part of the Caribbee-Islands, and most parts of the Continent of America, and almost all His Majesties Forreign Plantations ; And after having view'd them all, have chosen this Island of Tobago to take up my *quietus est* in.

Though Captain Poyntz, whose object was to attract capital to the island, was not guiltless of the fault common to most company promoters—that of drawing the long bow—it must be admitted that this part of his description of Tobago is remarkably accurate.

Tobago is a favourite holiday resort for visitors from Trinidad, and it is deserving of far greater patronage than it has yet received from tourists from over the sea. Its great need, however, is hotel accommodation, and it is surprising that local enterprise has not yet been forthcoming to make this good.

Chapter VII.

THE WINDWARD ISLANDS.

Geographically the Windward Islands, (the *Islas de Barlovento* of the Spaniards), are those islands lying to the windward of the Caribbean Sea. The name is now, however, confined to a group of British colonies comprising Grenada, St. Lucia, and St. Vincent, and the Grenadines, which are dependencies of Grenada and St. Vincent. They are not a federal colony, but are grouped under one Governor and Commander-in-Chief for administrative purposes. As far back as 1764 there was one Governor for the "Southern Caribbee Islands" of Grenada, Dominica, St. Vincent and Tobago. In 1833 St. Vincent, Grenada, Barbados and Tobago were constituted a separate Government. In 1838 St. Lucia was added to the group and on March 17th, 1885, the Government of the Windward Islands was established, Barbados being omitted. Tobago was withdrawn in 1888 and attached to Trinidad.

GRENADA.

Grenada, the most southerly of the Windward Islands and the seat of government of that British group, lies in latitude 12° 5′ N. and longitude 61° 40′ W., 90 miles to the north of Trinidad, 68 miles south-south-west of St. Vincent, and 100 miles south-west of Barbados. It is about 21 miles long and 12 miles broad, its total area being 120 square miles, or about half the size of Middlesex, and its population 59,864, or 493.3 to the square mile. The island is very mountainous, and is only equalled by Dominica for the beauty of its scenery. The highest points are Mount St.

Catherine, 2,749 feet, from which spurs branch off, forming valleys of great beauty and fertility, Mount Sinai (2,300 feet) and the mountain of the Grand Etang (2,014 feet). Along the east and south-east coast the mountains gradually slope off to the sea, but on the whole of the west coast they run sheer down. The island is purely volcanic in its origin, the chief centres of eruption appearing to have been in the neighbourhood of Mount St. Catherine and the Grand Etang, a mountain lake 1,740 feet above the sea, which occupies an extinct volcanic crater. Grenada is abundantly watered, being intersected in every direction by streams of the purest description. The principal river, the Great River, rises near the Grand Etang, and takes a north-easterly course, entering the sea to the north of Grenville Bay. The island is divided into six parishes—St. George, St. David, St. Andrew, St. Patrick, St. Mark, and St. John. The town of St. George's, the capital, which has a population of 4,629, stands on a peninsula towards the southern end of the west coast, which shelters an almost land-locked harbour known as the Carenage. Grenville, the town next in size, is situated at the head of a bay of the same name in the middle of the windward coast; Gouyave stands on the shore of an open roadstead on the west coast about twelve miles from St. George's; and at the extreme north of the island is the small town of Sauteurs. The roads of the island, though good, are very hilly.

Under the Government of Grenada are the island of Carriacou and those of the Grenadines adjacent and to the south of it, which are administered by a resident Commissioner. **Carriacou,** an island twenty miles to the north of Grenada, is 8,467 acres in extent. It is very mountainous, though its hills, which have been almost entirely deforested, are lower than those of Grenada. There are no streams in the island and the water-supply is derived from wells. Bellevue North, 980 feet, is the highest point, and Chapeau Carré, 960 feet, in the south, is the next highest. The extensive natural harbour called Grand Carenage, adjoining Harvey Vale Bay, is famed for its oysters which grow on the roots of mangrove-trees. Grenada's other dependencies are Diamond Island, or

"Kick-em-Jenny," as it is popularly called; Islet Ronde, Les Tantes, Isle de Caille, and Levera, Green, Bird, Conference, Marquis, Bacolet, Adam, Caliviny, Hog and Glover islands; while round Carriacou there are Petit Martinique—so called because the French found snakes there similar to those in its larger namesake—Petit Tobago and Saline, Frigate, Large, Mabouya, Sandy and Jack Adam islands. "Kick-em-Jenny" in particular is generally pointed out to visitors owing to its peculiar name, which is probably a corruption of "Cay qui gêne," the Cay or island which bothers one; for the sea is often very rough in the neighbourhood.

INDUSTRIES. Grenada is entirely dependent for its prosperity on agriculture. Sugar was once its staple but the production of that commodity is now insufficient to meet local requirements, the principal article of export being cocoa, the cultivation of which has largely increased in recent years. Except when the plants are young very little shade is used in Grenada, experience having shown that in that island cocoa does better when protected from the wind, but exposed to the full sunlight. Otherwise the methods of cultivation resemble those followed in Trinidad and elsewhere (*see* page 433). Spices come next in importance, the shipments of nutmegs and mace being so considerable in quantity and so excellent in quality that the island is often called the "Spice Island of the West." Nutmeg cultivation was first started by the late Hon. Frank Gurney on Belvidere—the estate owned by the rebel Julien Fédon—in the early 'eighties of last century, and rapidly spread. Coffee, coco-nuts, and kola are also exported, and the cultivation of limes is steadily increasing. Cloves grow luxuriantly, but the knowledge of their preparation for market has not yet been imparted to the planter, and consequently they are not cultivated on a commercial scale. The few sugar-works still standing are mainly concerned with the manufacture of rum, the local consumption of which is about 60,000 gallons annually. Cattle, sheep, and horses are bred in the island with success. The soils of Grenada are rich, and have been compared with those of Java for fertility. In Carriacou the cultivation of Marie Galante cotton, started in the 'sixties, has never been abandoned, and that of limes, started about ten years ago on the estate of Mr. Tom Archer, has now become a considerable industry.

The principal exports in the year 1921 were:

	cwt.		value.
Cocoa . . .	87,421	..	£185,193
Nutmegs . .	18,023	..	34,007
Mace . . .	2,897	..	12,915
Cotton . . .	2,935	..	8,817

The direction of trade in the same year was :

	Imports.		Exports.
United Kingdom .	£70,435	..	£165,950
British Possessions .	86,149	..	50,129
Foreign Countries .	54,430	..	51,069

FINANCES. The revenue and expenditure, and imports and exports of the Colony for the last ten years, are given in the following table :

Year.	Revenue.	Expenditure.	Imports.*	Exports.*
	£	£	£	£
1912–13	86,393	84,091	279,875	285,590
1913–14	91,258	85,827	282,927	367,149
1914–15	92,347	95,661	272,126	333,374
1915–16	99,027	106,145	260,495	466,318
1916–17	114,525	108,078	343,437	534,234
1917–18	106,139	109,390	353,978	480,553
1918–19	110,387	108,252	377,332	702,777
1919†	87,295	187,011	438,110	637,369
1920	134,128	148,174	630,803	616,499
1921	97,951	136,969	258,711	279,217

* Calendar years 1912–21. † Nine months.

CLIMATE. The climate of Grenada is equable and healthy. The year is divided into two seasons, the dry season which begins towards the end of January and lasts until the full moon in May, and the wet lasting for the rest of the year ; but the heaviest rains fall in September and November. The average annual rainfall is 80 inches, but in the interior it is nearly twice as much. The island is practically free from hurricanes, there having been five occasions only on which it is known to have been visited by gales of hurricane strength. Near the sea-level the maximum mean temperature is 90° Fahr., and the minimum 68° Fahr., but in the mountains it often falls below 60° Fahr. The birth-rate is 34.86 and the death-rate only 19.5 per 1000.

HISTORY. Grenada was first called Concepcion by Columbus, who discovered the island in 1498 on his third journey. It is not known when it received its present name. In 1609 an attempt was made by a company of London merchants to colonise the island, but in less than a year the settlers were driven off by the Caribs. The island was included in the possessions of the French Company of the Islands of America, and in 1650 Du Parquet, the Governor of Martinique, who was a nephew of D'Esnambuc, the first French

Sifton, Praed & Co. Ltd, St. James's St. London S.W.

61°
ST VINCENT
Bullet
Spring B.
Bequia
Friendship B.
Petit Nevis
Battowia
Balliceaux
Pillories
Cheltenham
Mustique
Petit Mustique
Savan I.
13°
English Miles
0 5 10 20
61° 30'
Sail Rock
David Pt.
Irwin's B.
Levera
Green I.
Sandy I.
Duquesne B.
Sauteurs
St Mark's B.
Victoria
ST PATRICK
Antoine
Gouyave
Gouyave B.
ST CATHERINE
Conference B.
Halifax B.
Telescope Pt.
Grenville
ST ANDREW
St Andrew
Boismorice Pt.
Bacolet Pt.
St George's
St George's Har.
La Tante B.
Requin B.
Quarantine Stn.
Le Petit Trou
Lit. Bacolet B.
Pt Salines
Pt of Fort Jeudy
12°
Glover I.
Prickly Pt.
Port Egmont
GRENADA

coloniser in the West Indies, having purchased Grenada, set out for it with two hundred adventurers, and, having taken formal possession of the island, built a fort there and founded the colony. The settlers, who were at first well received, soon quarrelled with the Caribs; but with the aid of reinforcements from Martinique, the Indians were exterminated. On the northern coast the Morne des Sauteurs is still shown, where many of the Caribs leapt into the sea in order to escape from their enemies. Du Parquet, now in full possession of the island, did not find it profitable, and so in 1656 he sold it to Count de Cerillac for about £1,890. The latter appointed as Governor a man "of brutal manners," who oppressed the colonists to such an extent that he was tried and condemned to be hanged. By pleading that he was of noble origin he managed, however, to get the sentence altered to one of beheading, but no skilful executioner being available, he was at last shot at the summit of the hill on the Grand Etang road. De Cerillac sold the island in 1664 to the French West India Company, and on the dissolution of that organisation at the end of the year 1674 it passed to the French Crown. It remained in the possession of France until 1762, when it capitulated to Great Britain, to whom it was formally ceded in the following year. In 1779 it was recaptured by a French fleet under Count d'Estaing, Hospital Hill being stormed and captured by a strong force under Count Dillon, but it was restored to Great Britain by the Treaty of Versailles of 1783. The year 1795 was a critical one in the history of Grenada. In it began what was known as the Brigands' War, the notorious French republican, Victor Hugues, making a determined effort to regain possession of the island by bringing about an insurrection of the French inhabitants and the slaves. The outbreak began soon after midnight of March 2nd, when Julien Fédon, a coloured planter, entered Grenville with a party of rebels and massacred the inhabitants. The victims were dragged from their beds and shot in the streets, their bodies being mutilated in an atrocious manner. Stores were robbed and private dwellings pillaged. Simultaneously an attack was made on Charlotte Town or Gouyave by another party, which captured a large number of prisoners. The Lieut.-Governor, Ninian Home, was at his estate, Paraclete in St. Andrew's, when news of the disaster reached him, and he decided at once to return to St. George's by way of Sauteurs. At La Fortune estate he went aboard a sloop: but unfortunately for him, on arriving off Charlotte Town he was fired at from the fort, and seeing at the same time several vessels which he took for French privateers off Palmiste, as well as canoes at Maran Bay, he deemed it best to go ashore. No sooner had he landed than he was made a prisoner and marched off to Fédon's headquarters, though the captain of the sloop managed to reach St. George's in safety. Poor Home was treated with the utmost indignity until April 8th, when his sufferings came to an end and he, with forty-seven other prisoners, was massacred while an attack was being made by the British on Fédon's camp, the Champ La Mort, Fédon, who was enraged at his brother having been killed,

himself giving the order to fire in each case. It was not until June in the following year that the rising was suppressed by Sir Ralph Abercromby, who had in the meanwhile assumed the chief military command in the West Indies. The entire cost of the rebellion was £230,000, and the losses of the inhabitants were estimated at £2,500,000.

CONSTITUTION. Grenada is the headquarters of the Government of the Windward Islands (*see* page 149). It has an Executive Council, and a Legislative Council consisting of six official members, besides the Governor, and seven unofficial members of whom four are elected by the people and three nominated by Crown. The Windward Islands Court of Appeal, constituted in 1859, was superseded in 1919 by the West Indian Court of Appeal consisting of the senior Chief Justice in the Windward Islands and the Chief Justices of British Guiana, Trinidad and Tobago, Barbados and the Leeward Islands.

Governors of the Windward Islands since 1897.

Sir C. A. Moloney, K.C.M.G.	1897
Sir Robert Llewelyn, K.C.M.G. . . .	1900
Sir Ralph Williams, K.C.M.G.	1906
Sir James Hayes Sadler, K.C.M.G., C.B. . .	1909
Sir G. B. Haddon Smith, K.C.M.G. . . .	1914

ACCOMMODATION. St. George's. The *Home Hotel* at the corner of Monckton and Young Streets, within fifty yards of the wharf, is the only hotel at present. Tariff: Rooms, light, and attendance 4*s*. 2*d*. ($1) per day; board and lodging 10*s*. ($2.50) per day; £10 8*s*. 4*d*. ($50) per month. The buildings of the *Quarantine Station* can be rented when they are not required for their legitimate purpose. The charges for the principal building, or "First Class Observation Station" are 10*s*. for the first day, and 4*s*. for each subsequent day; and for the "Second Class Observation Station," 5*s*. for the first day and 2*s*. for each subsequent day. At the **Grand Etang** there is a Rest House and Sanatorium the charge for the use of which is 2*s*. a person per night. The caretaker is authorised to cater for visitors. **Grenville.** The *Nest*. Charges reasonable. **Gouyave.** The *Gouyave Hotel* is well spoken of.

COMMUNICATION. Grenada can be reached from England *via* Barbados or Trinidad, direct from the United States and every fortnight from Canada. (*See* Appendix I). The steamers go alongside the wharf at St. George's. The Home Hotel has livery stables, where horses and carriages can be obtained. Tariff: Single-horse carriage to seat two persons, 25*s*. per day; pair-horse carriage to seat three persons, 30*s*. per day. For the trip to the Grand Etang the charge for a carriage is £1 0*s*. 10*d*. each person, or to boarders at the hotel, 12*s*. 6*d*. The minimum charge for a single-horse carriage for one person is 4*s*. per hour, for two persons 6*s*. per hour, and for a pair-horse carriage for three persons

8*s.* per hour. Motor-cars can also be hired at reasonable rates, 1*s.* to 1*s.* 6*d.* per mile. There is a Government Garage where repairs can be effected.

A Government Motor-car Mail and Passenger Service plies daily between the post offices of St. George's and Sauteurs (3 hours) calling at those of St. David's (1 hour) and Grenville (2 hours) *en route*. Fares 2*s.* 6*d.* per stage.

A motor-boat carrying passengers and mails plies daily between Sauteurs, Victoria, Gouyave and St. George's, leaving Sauteurs at 7 A.M. and returning from St. George's at 1.30 P.M. Weekly passenger and mail communication with Carriacou is maintained by sloop.

SPORTS. The Grenada Cricket Club has a very picturesque ground a quarter of a mile from St. George's, where *cricket* and *lawn-tennis* are played. At Grande Ance Bay, which is reached by boat in fifteen minutes from the Carenage, there is a fine stretch of sandy beach, from which the bathing is perfect, while a delightful freshwater douche can be enjoyed at the "Spout" in the Carenage. The roads are too hilly for cycling to any extent. *Boats* can be hired at the Carenage. The sea *fishing* is good, and the rivers can be fished for mullet, brochet, sard, and mud-fish. The natives use avocado pears, green grasshoppers, red bananas, and sometimes worms and cockroaches as bait. The St. Andrew's Racing Club, founded in 1897, holds flat *races* periodically and race-meetings are occasionally held at Queen's Park, St. George's. *Rifle shooting* is encouraged by the St. George's Rifle Club, founded in 1907, which has its range at the Queen's Park.

CLUBS. The St. George's Club, which was opened in 1888, and faces the Carenage, is very hospitable to visitors. Next to it there is a Public Library and Reading-room open from 10 A.M. to 9 P.M. on week days and on Sunday from 2 to 6 P.M., where the latest periodicals can be seen and books can be borrowed on payment of a shilling per quarter. The Grenada Club is also very hospitable. At Grenville there is the St. Andrew's Club, which was opened in 1901.

SIGHTS. The Carenage, or inner harbour of St. George's, so called from its having been in the old days a favourite place for careening ships, is exquisitely beautiful. Obviously of volcanic origin, it is almost surrounded by an amphitheatre of hills densely clothed with tropical vegetation. The entrance is exceedingly narrow and was formerly commanded by the guns of Fort St. George at the south-western extremity of the promontory of the same name on the west, and Monckton's Redoubt on the east. Over the promontory straggles the picturesque town of St. George's, the red roofs of the houses forming an agree-

able contrast to the rich green of the tropical foliage. On the eastern side of the Carenage is the "Ballast Ground." It was on a strip of land at the foot of this cliff and extending across the mouth of a sheet of water known as the Lagoon, then a lake of brackish water but now an arm of the sea, that the original French settlement, Port Louis, stood (*see* opposite). On the lower hills round the Carenage is a chain of forts—dismantled for many years, but looking still very menacing. Beyond them rise mountains to a height of from two to three thousand feet, while in the foreground the deep blue of the water, dotted with the trim little white sloops which ply to St. Vincent and the Grenadines, completes a charming picture.

On November 18th, 1867, a very remarkable occurrence took place in the Carenage. Between 5 and 5.20 P.M. the water suddenly subsided about 5 feet, exposing a reef, and the water over the "Green Hole," a spot between the Spout, the old watering-place for ships, and the opposite shore on the north, began to bubble furiously and to emit sulphurous fumes. The sea then rose 4 feet above its usual level and rushed up to the head of the Carenage. This was repeated several times, and the Green Hole, which was very deep, was completely filled up. The wave rushed up the northern coast as far as Gouyave, and at Dougaldston the bridge at the mouth of the river was covered and the cane-fields inundated. Seismic phenomena were witnessed at the same time in St. Thomas and Little Saba.

The town of **St. George's** (population 4,629) was established by the French during the governorship of M. de Bellair in 1705, when it was called Fort Royal. It received its present name during the administration of Governor Robert Melville (1764 to 1771), when an ordinance was passed which provided for the substitution of English for French names. St. George's is divided by a ridge or saddle of the hill crowned by three churches—Anglican, Roman Catholic, and Presbyterian; but the two parts described by Bryan Edwards as Carenage Town and Bay Town are now connected by a tunnel pierced at the instance of the then Governor, Mr. (afterwards Sir) Walter Sendall, whose name it bears. Lady Sendall ignited the first charge for

Renvoy.
A. Le Fort.
B. L'Eglise.
C. Le Bourg.
D. Hauteur qui commande le Fort.
E. Bourg ancien qui est abandonné.
F. Lieu propre à caréner.
G. Rade pour entrer dans le Port.
H. Etang plus bas que la Mer fort profond, et qui se dégorge dans les grandes pluyes.
I. Pontes sur lesquelles on pourroit bâtir des Tours, pour défendre l'entrée du Port.
L. Le Port.
Les Chiffres qui sont entre la Terre et la ligne ponctuée ne marquent que des Pieds pour la profondeur de l'eau.
Ceux qui sont entre les lignes ponctuées marquent des Brasses.
PLAN
du Port, du Fort
et
du Bourg
de la
GRENADE

A Plan of the Carenage, Grenada, in the Year 1700.

This plan, which is reproduced from the "Nouveau Voyage aux Isles de l'Amerique," by Père Labat, shows at E the site of the original French town Port Louis, on a strip of land extending across the mouth of the lagoon, which was then a lake, and is now an arm of the sea.

its excavation by electricity, and the tunnel was completed in 1895. The western approach is called Bruce Street after the late Sir Charles Bruce, Governor from 1893 to 1897.

The **St. George's Club,** the **Post Office,** the **Public Library** (first opened in 1846) and the **Government Buildings** are situated on the wharf, adjacent to the landing-place. At the Library an interesting old map by M. de Caillus, "Engineer-General of the American Islands and Terra Firma," can be seen. It shows the position of the town and fort erected in 1705–6, and of the old capital Port Louis (*see* page 157). The chief local office of the **Colonial Bank** is in Church Street. The **Royal Bank of Canada** is in Young Street.

The **Parish Church** of St. George's contains a well-executed marble monument by Westmacott with medallions on either side, which was erected in 1799 by the Legislature of Grenada to the memory of Lieut.-Governor Ninian Home and the other inhabitants who were massacred during the insurrection on April 8th, 1795, as well as to Captain Rogers and the officers and privates who lost their lives in the rebellion (*see* page 153). It was in the rectory that Captain Marryat resided.

Fort George, at the south-western extremity of the promontory, was erected in 1705–6 from the designs and under the direction of M. de Caillus, and has long since been abandoned for military purposes. The view from it of the inner harbour or Carenage on the one side and the bluff leeward coast on the other, with part of the town of St. George's at the foot, renders it an excellent point of vantage for votaries of the sketch-book or camera. Since the withdrawal of the garrison, the military barracks in the vicinity have been utilised as the Colony Hospital. The old Ordnance Store is now the Yaws Hospital, where patients suffering from the distressing complaint known as Yaws (*Frambœsia*)—now curable by salvarsan—are treated.

The **St. George's Market,** which is a few minutes' walk of the Carenage over the hill or through the Sendall Tunnel, is well worth a visit on Saturday during market hours. The **Hamilton Almshouse,** in Lucas Street, is a model of what such institutions should be. Founded by Mrs.

THE PROMONTORY OF ST. GEORGE'S, GRENADA

At the end of this picturesque promontory is the historic Fort George

FORT DUVERNETTE, ST. VINCENT

An historic island fort. The island in the distance is Bequia

Hamilton, wife of Mr. K. B. Hamilton, in 1846, it is supported by voluntary contributions and provides for seven inmates, respectable women in reduced circumstances. It was rebuilt in 1905 with money collected by Lady Llewelyn, wife of the then Governor. Near the town is **Queen's Park** with a race course and recreation ground established in memory of Queen Victoria's Jubilee in 1887.

The **Botanic Station,** which owes its inception to Dr. (now Sir) Daniel Morris, is situated at the foot of Richmond Hill, only five minutes distant by boat from St. George's. It was established in 1886, since which year it has made rapid progress. Many valuable trees have been planted and the gardens have a nursery for the growth and distribution of plants. Beyond them is the **Quarantine Station** (*2s.* per passenger by boat from St. George's), a favourite resort for picnics. When not required for their legitimate purpose the buildings can be rented at a reasonable rate.

At **Grand Ance Bay** (a row of about 15 minutes from the wharf; fare *2s.* per person), to the south of St. George's, there is an exquisite stretch of sandy beach from which the most delightful sea-bathing can be enjoyed. The Government have provided a landing-stage, and the use of a bathing house can be had for a charge of *6d.* per head. Another favourite bathing-place is at the **Spout,** where ships watered in the old days. Here a fresh water douche from the old pipe-line can also be enjoyed.

Government House stands on rising ground about 320 feet above the sea-level, overlooking the town and harbour, from which it is a mile distant. Built in 1802–7 it was modernised in 1887 and a new wing was added in 1902. The view from the terrace is unsurpassed. On the Governor's reception day visitors are always made welcome.

A road with an easy gradient leads to the **Hospital Hill Forts** on a plateau 400 feet high adjoining the town on the north. Here the British under Sir George (afterwards Lord) Macartney made a brilliant stand against the French under Count d'Estaing in July, 1779. The entire force of the island did not exceed 540 men, who, on the approach of the enemy, entrenched themselves at the summit of the hill. Here they were invested by d'Estaing at the head of

no fewer than 3000 men who, however, only succeeded in carrying the lines after losing 300. The garrison retired to Fort St. George, where they were bombarded by the guns from Hospital Hill, which they unfortunately omitted to spike, and were compelled to surrender. From **Richmond Hill** (20 minutes by carriage or 10 minutes by motor-car from St. George's along a good driving road), a long ridge 800 feet high, on which was the headquarters of the troops when Grenada was garrisoned, a splendid view of the town and Carenage can be obtained. The hill, which was purchased by the local Government for £20,000 in the latter half of the eighteenth century, is studded with several forts which are now used by Government institutions. The old military buildings in Fort Matthew have been converted into the lunatic asylum of Grenada and St. Vincent, while the adjacent barracks are now the Poor Asylum and Hospital for Incurables. The forts were begun by the French in 1780 on the land of Fort George estate, the property of Hon. William Lucas, and completed by the British, who compensated the former owner, in 1784.

A favourite excursion from St. George's is that to the **Grand Etang** (Large Pond), a large circular fresh-water lake 2½ miles in circumference, 14 feet deep, and 1,740 feet above the level of the sea (6¾ miles from St. George's). The road is good, and the drive through cocoa and provision grounds and a wealth of tropical vegetation is a pretty one. The lake occupies the crater of an extinct volcano, like the larger Lake Antoine in the north-east of the island. The Grand Etang is approached by a macadamised path from Government Rest House and a picturesque little Sanatorium near by. The latter, which is let to whoever cares to take it, is an ideal spot for a rest cure. It is connected with the telephone system of the colony. A river skiff can be hired on the lake for a moderate fee. By creeping through immense tree-ferns from 5 to 6 feet high near the Rest House, one can see the spot where His Majesty King George V, then Prince George, and his brother Prince Albert Victor were entertained, on January 29th, 1880, in "a pretty sort of *al fresco* hall erected of bamboo and palm leaves," when they visited the West Indies in H.M.S.

Bacchante. What was then a clearing is now densely overgrown with bush ; but a beautiful view can be had from it of Grenville Bay on the eastern or windward side of the island, whence much produce is shipped. The Grand Etang was visited by the Prince of Wales during his brief stay in Grenada on September 24, 1920.

Not far from the lake is the **Morne Fédon** (2000 feet high), formerly called the Vauclain Mountain, where the Lieutenant-Governor, Ninian Home, and forty-seven other white persons were massacred by rebels led by Julien Fédon, a coloured planter, in 1795, during the insurrection stirred up by Victor Hugues. Fédon's camps were situated on three spurs of Mount St. Catherine, and were called Champ La Liberté, Champ L'Egalité, and Champ La Mort. The plateau, on which a commemorative pillar has been erected by the Government, can only be visited in the dry season, and is approached by a narrow winding path. The pillar is simply inscribed :

SITE
OF
FÉDON'S
CAMP
1795

Mr. John Hay, who narrowly escaped sharing the fate of the Governor, gave in his " Narrative of the Insurrection " (1823) the following account of the closing scene in the tragedy :

The prisoners, who had been let out of stocks, were immediately ordered in, the door locked, and the whole guard put under arms. Soon after the attack became more general, a voice was heard, saying, " The prisoners are to be shot . . ." The guard was drawn up very near the prison, at the distance of not more than four or five paces. They appeared very much agitated, trembling with impatience, and some seemed to have their guns cocked. A few prisoners called out " Mercy ! " No reply was made. Others, who were not in stocks, were on their knees praying. Not a word was exchanged among us ; we all knew an attack from that quarter must fail of success, which would not only prolong our misery, but endanger our lives. The door was opened ; two men appeared with hammers to take the prisoners out of stocks. Those who were not in confinement were ordered to go out. . . . He (Fédon) began the bloody massacre in presence of his wife and daughters, who re-

mained there, unfeeling spectators of his horrid barbarity. He gave the word Feu himself to every man as soon as he came out; and, of fifty-one prisoners, only Parson M'Mahon, Mr. Kerr, and myself were saved.

At Charlotte Town, or **Gouyave** (population 1927), on the leeward coast, about twelve miles to the north of St. George's by road, or a journey of 1¼ hours by motor-boat or one hour by motor-car (*see* page 155), a flourishing system of peasant proprietorship can be seen in operation. Attempts have been made in the other islands to settle the people on the land, but nowhere have they proved so successful as in Grenada. The leeward coast is very beautiful, and recalls to mind the Italian Riviera. The land breaks off abruptly in bluff headlands which, however, unlike those on many parts of the Italian coast, are densely covered with verdure. Four miles to the north is **Victoria** or Grand Pauvre (population 1514), in St. Mark's Parish, built on the shore of an open bay. Eight miles farther is **Sauteurs** (pron. Soteers; population 960), reached by motor-boat in three or four hours or in two hours by motor-car. It is of interest as being the scene of the massacre of Carib Indians, of whom a number, pursued by the French under Le Compte, rushed up a narrow and difficult path known to them alone, and threw themselves over the edge of a cliff (Le Morne des Sauteurs, or The Leapers' Hill) overlooking the bay, in 1650. The French, who only lost one man, then set fire to the cottages and rooted up the provisions of the Caribs, and, having destroyed or taken away everything belonging to them, returned, as Du Tertre naively describes it, " bien joyeux." From Sauteurs **Lakes Antoine** and **Levera,** which occupy the craters of extinct volcanoes, can be visited.

Those interested in antiquities can inspect stones sculptured by the Caribs at Mount Rich in St. Patrick's Parish, and near the town of Victoria.

Grenville, or La Baye (population 1200), on swampy land near the beach of a large bay on the east of the island in St. Andrew's Parish, is the town next in importance to St. George's. The town is to the north of the site of the older one of the same name, which was the scene of the out-

break of the rebellion of 1795 described above (*see* page 153). Grenville Bay is protected on the north by Telescope Point, which forms part of Telescope estate.

Overlooking the town is **Pilot Hill,** on the summit of which is a signal station and the residence of the port pilot.

Post Royal, about two miles south of Grenville, was a rebel outpost during the Brigands' War. Its stubborn defence was ended in March, 1796, by a brilliant charge of the Buffs under Brigadier-General Campbell. At one time Post Royal was the leading shipping and trading point on the windward coast. At Marquis, near by, the ruins of the old Parish Church can be seen.

At **Point Salines,** the south-western extremity of Grenada, is a lighthouse presented by the late Hon. C. Macaulay Browne and G. G. Browne, Esq., with the buildings and adjacent land, in memory of their late father, James Browne, Esq., a leading merchant.

A visit to a **Cocoa** and a **Spice Estate** should on no account be omitted. If the visitor is not furnished with letters of introduction from England—which it is always desirable to have—he should seek the advice of the proprietor of the Home Hotel, who will always be found very willing to help. Some particulars regarding cocoa cultivation will be found in the chapter devoted to industries (*see* page 432). The nutmeg industry being principally identified with Grenada may be dealt with here. The nutmegs (*Myristica fragrans*) are sown two or three feet apart and the young trees begin to flower, or "declare" as it is termed locally, in about four to six years. The trees are either male or female, the former "declaring" first. When the females "declare," they are planted out at distances varying from 15 to 30 feet apart, the male trees being distributed evenly between them. In about fifteen years the trees are well established and require little attention, since weeds do not grow under nutmeg shade. When full sized, the trees yield no fewer than 5000 nuts each per annum. The nutmegs when gathered are covered with a scarlet lace-like substance, which, when dried in the sun, becomes the "mace" of commerce. The nuts themselves are dried in a current of air and afterwards in the sun. The hard shell is then broken

with a wooden mallet, and the kernels are sorted according to size and packed in barrels for shipment.

A visit to Hillsborough (population 262), the chief town in **Carriacou,** can easily be made by sloop. In the Grand Carenage, next to Harvey Vale Bay at the south-west of the island, Carriacou has a fine natural harbour. The view of St. Vincent and the Grenadines from the new hospital, on the site of an old military station at Belle Vue, is very striking. A fine view can also be obtained from the Government Rest House on **Bellevue North** (980 feet) comprising St. Vincent on the north and Grenada on the south, 68 miles apart with the exquisite archipelago of the Grenadines lying in between.

ST. LUCIA.

"Statio haud malefida carinis."
The Colony's Motto.

St. Lucia, which lies in latitude 13° 50′ N. and longitude 60° 58′ W., about 20 miles to the south of Martinique and 30 miles to the north-east of St. Vincent, has a total area of 233 square miles, being rather smaller than Flintshire. Its greatest length is 42 miles, its greatest breadth 21 miles, and its population 49,205. St. Lucia is volcanic, and consequently very mountainous. The scenery throughout the island is truly magnificent. The main range of mountains, of an average height of 1500 feet, runs north and south nearly the whole length of the island, buttressed by numerous ridges branching off from it, gradually sloping down to the sea on either side, and leaving narrow fertile valleys between them. The flattest parts of the island are at Gros Islet, at the extreme north-west and Vieux Fort, at the south-east, where the backbone ceases, giving place to a plain. The Canaries Mountain (3,140 feet), in the centre, is the highest point, and the most mountainous part is on the leeward side in the neighbourhood of the Soufrière, a volcano the crater of which is about three acres in extent. Though this is now quiescent, there are still many traces

of volcanic activity in the island, in the form of hot springs and sulphur. To the south of Soufrière Bay the two conical mountains known as the Pitons, or the Peaks, form prominent landmarks, the grandeur of which is unequalled throughout the West Indies. They rise to a considerable height, which is emphasised by their isolation, the Gros Piton being over 2,619 feet high and the Petit 2,461 feet.

St. Lucia has several rivers, including the Cul-de-Sac and Roseau rivers on the leeward side and the Dennery, Troumassée and Canelles on the windward side. Castries, the capital, is situated on the western coast about nine miles from the northern end of the island. It stands at the head of a sheltered bay rather more than a mile in length, which forms a safe and convenient harbour. Near the north of the island, and also on the leeward side, is Gros Islet on a bay, over which, at a distance of half a mile, the small but historic Pigeon Island stands sentinel. The second town of the island in size is, however, Soufrière, situated on the bay of that name.

INDUSTRIES. In spite of its great fertility, fully one-third of St. Lucia is still covered with forest, and, as an agricultural island, it requires development. The balance of uncultivated land is principally in the hands of the Government, who are anxious to dispose of it to settlers at from 10*s.* to 20*s.* per acre, with very easy terms of payment. A few European settlers have in recent years been attracted to the island as cocoa and lime planters, and are already doing well. Sugar-canes, cocoa, coffee, nutmegs, limes and coco-nuts thrive in St. Lucia, and the appliances for the manufacture of sugar are modern, there being no fewer than four large central sugar factories there. In recent years limes (*Citrus acida* var. *medica*) have been extensively planted, and the local lime industry promises to prove one of great value and importance. At Castries a Government factory for crushing limes for small growers was erected in 1913. Castries is an important mercantile coaling station, a fact to which St. Lucia owes its commercial importance, and a large section of the community makes its livelihood by coaling steamers. It was claimed that in consequence of this coaling business St. Lucia occupied the thirteenth position among the ports of the Empire from the point of view of the extent of the shipping which visited it. With a view of retaining and improving this position new lights were erected at the south of the island and at the entrance to the harbour.

The coaling trade has unfortunately dropped very considerably during the last two or three years owing to competition at Colon,

to general depression in shipping and to the advent of petrol-run steamers. It seems questionable whether St. Lucia will ever recover her former position among the ports of the Empire.

The principal agricultural exports in the year 1920 were as follows:

			Value.
			£
Sugar	4,027 tons	..	£146,315
Cocoa	8,966 cwt.	..	43,944
Molasses	198,366 galls.	..	28,159
Logwood	1,134 tons	..	4,380
Cotton Seed	4,345 lbs.	..	718
Limes	808 barrels	..	780
Lime Juice	27,836 galls.	..	10,531

The direction of trade of the colony in 1920 was as follows:

	Imports.		Exports.
United Kingdom	£130,604	..	£184,476
British Possessions	85,327	..	47,930
Foreign Countries	303,573	..	34,581

FINANCES. Below is a comparative table of the revenue and expenditure, and imports and exports for the last ten years.

Year.	Revenue	Expenditure.	Imports.	Exports.		
				General.	Bunker Coal.	Total.
	£	£	£	£	£	£
1911–12	71,979	69,329	318,590	120,150	152,951	273,101
1912–13	66,293	67,824	315,361	121,404	166,312	287,716
1913–14	67,490	68,353	288,405	133,421	141,038	274,459
1914–15	57,795	69,080	306,152	112,784	128,638	241,422
1915–16	73,913	75,266	265,933	165,923	235,992	401,915
1916–17	79,569	77,629	365,282	155,731	260,490	418,622
1917–18	70,576	81,234	416,968	142,249	194,946	337,195
1918–19	73,284	77,916	368,123	189,882	162,902	352,785
1919†	72,242	63,175	322,769	331,734	199,525	431,259
1920	99,147	94,353	328,004	268,377	187,035	455,412

* Calendar years 1911–20. † Nine months.

CLIMATE. The climate of St. Lucia though humid is quite suited for Europeans, and is at its best from December to May. The rainy season extends from June to November. Storms and hurricanes are of rare occurrence. The average temperature varies from 72° Fahr. to 90° Fahr., the coolest month being February, and the hottest July. The nights are always cool at elevations over 500 feet. The rainfall is between 80 and 100 inches per annum. The birth-rate is 42 and the death-rate 21.7 per 1000.

HISTORY. St. Lucia, formerly called St. Alouisie or St. Alouziel, derives its name from the fact that it was discovered by Columbus on St. Lucy's Day, 1502. Its possession was a constant source of dispute between France and Great Britain, the former basing her claim to it on a grant by Richelieu to a French West India Company, and the latter on the grant of the Caribbee Islands made by Charles I to the Earl of Carlisle. Though the Dutch are said to have visited the island and built a fort there at an earlier date, the English undoubtedly formed the first settlement in St. Lucia. The crew of the *Oliph Blossome*, after visiting Barbados, called there in 1605; and in 1638 settlers from Bermuda and St. Kitts, under the command of Captain Judlee, landed in the island; but they had trouble with the natives, who killed their Governor and, smoking them out by burning red pepper, drove them from the island. In 1650 Houel and Du Parquet bought St. Lucia with Grenada and Martinique for £1,660, and sent forty settlers to it under Rousselan, who married a Carib woman, thereby establishing cordial relations with the natives. On his death, however, they murdered three of his successors before the treaty of 1660 was settled, securing the Caribs from interference in Dominica and St. Vincent on condition of their keeping the peace elsewhere. In 1664 Lord Willoughby sent 1000 Barbadians to the island, defraying their expenses out of the 4½ per cent. export duty which for many years was a grievance in Barbados. The French were overpowered; but, owing to sickness and native wars, the colonists had by 1666 evacuated the island. A new French West India Company took over the island, and in 1667 St. Lucia once again became a French colony. In 1718 a grant of St. Lucia was made to Marshal d'Estrées, who sent out an expedition to colonise the island; but the English remonstrated, and no effective settlement resulted. Four years later the island was granted by George I to the Duke of Montague, who also sent out a strong body of colonists, and an ineffective effort was made by Captain Uring to effect a settlement in the teeth of a French force from Martinique. It was agreed that both nations should evacuate the island, only visiting it for the purpose of securing wood and water until some definite decision was arrived at. In 1748 the island was declared by the Treaty of Aix-la-Chapelle to be neutral. St. Lucia capitulated to the forces of Admiral Rodney and General Monckton in 1762, but it was restored to France in the following year by the Treaty of Paris. When war broke out with France in 1778, Rodney impressed upon the Government the necessity of taking St. Lucia, which he regarded as an ideal naval base, and a powerful body of troops was landed at Grand Cul-de-Sac Bay. Count d'Estaing, who opposed them with a strong force was beaten off, and until the end of the war the island remained British, in spite of an attempt to recapture it in 1781; and it was from Gros Islet Bay, at the north-east of the island, that Rodney sailed with his fleet and inflicted a decisive defeat on Count de Grasse between Dominica and Guadeloupe on the memorable April 12th, 1782 (*see* page 243). St. Lucia was restored to the French by the Treaty of

Versailles which followed, and under Governor Laborie its agriculture and commerce underwent rapid development. During the French Revolution the Maroon negroes gave great trouble. The island was designated by the Convention "The Faithful," but in 1794 Admiral Jervis, afterwards Lord St. Vincent, took it, the Morne Fortuné being captured on April 4th in that year by the Duke of Kent, great-grandfather of King George V; it was, however, recovered by Victor Hugues, the French republican, and friend of Robespierre, in 1795. Abercromby and General, afterwards Sir John, Moore, the hero of Corunna, were sent out to subdue St. Lucia, and though the health of the General, who was appointed Governor, broke down, the work begun by him was successfully completed by Colonel Drummond. Once more, however, St. Lucia was restored to France, at the Peace of Amiens in 1802; but when war broke out in the following year the Morne was again stormed, St. Lucia was taken, and in 1814 it was finally ceded to Great Britain. During the Great War St. Lucia was garrisoned by a Canadian Contingent and was the base for a fleet of M. L. boats and the auxiliary yacht *Eileen* which patrolled the Caribbean from Guiana to St. Kitts.

CONSTITUTION. The Government of St. Lucia, which forms a unit of the British Windward Islands, is now conducted by an Administrator (who is subordinate to the Governor of the Windward Islands), aided by the Executive Council. The Legislature consists of the Administrator and a Council, composed as the King may direct. At present it consists of five official and five unofficial members.

Administrators since 1905.

P. C. Cork, C.M.G.	1905
Sir Edward Cameron, K.C.M.G.	1909
Sir Douglas Young, K.C.M.G.	1913
Hon. Gideon Murray	1914
Lieut.-Colonel W. B. Davidson-Houston, C.M.G.	1918

ACCOMMODATION. Castries. *Maple Leaf Hotel* and *Savoy Hotel*. Charges very moderate. Mrs. Rogers keeps a select boarding-house. The cost of living and servants' wages are decidedly low. **Soufrière.** Good accommodation and meals can be obtained at *La Reine*. At **Choiseul, Laborie** and **Vieux Fort** moderate accommodation can be secured on giving timely notice, and excellent meals can be obtained.

COMMUNICATION. St. Lucia can be reached from England *via* Canada, or the United States, with which it has fortnightly steamer communication, or *via* Barbados, Trinidad or Martinique (*see* Appendix I). Steamers go alongside the wharf and there is no landing charge.

The principal roads of the island are fairly good and about 95 miles of them are suitable for motor traffic. The St. Lucia Motor Co has a garage and motor-cars can be hired at a moderate charge. In the interior, travelling is done on horse-back. Carriages

can be obtained at Kirton's livery stables in Castries. The tariff is moderate, being: for driving about Castries, 2*s*. per seat per hour; out of Castries, 3*s*.; Gros Islet (7 miles), 8*s*. per person; the Morne and back, round drive, 5*s*. 6*d*. per person. As the resources of the establishment are limited, early application should be made. Riding-ponies may be hired at the same establishment and other places at reasonable rates. A Government motor-'bus runs between Castries and Dennery on Mondays and Fridays, leaving at 8 A.M. and returning at 5 P.M. Return fare 10*s*.

The Government motor-boat *Hewanorra* leaves Castries every week-day (Wednesday excepted) for Soufrière. On Mondays and Thursdays she leaves at 9 A.M., and calling at Roseau (9.30 A.M.) Anse-la-Raye (9.45 A.M.) and Canaries (10 A.M.) *en route*, arrives at Soufrière at 10.30 A.M., returning an hour later. On Tuesdays and Saturdays she leaves Castries at 9 A.M., for Soufrière direct (10.30 A.M.), returning at 11.30; and on Friday she leaves at 8.30 A.M. for Soufrière direct (9.30 A.M.) and proceeds thence to Choiseul (10.30 A.M.), Laborie (11.30 A.M.) and Vieux Fort (NOON), returning at 12.30 P.M. by the same route. The first-class fare to Soufrière is 3*s*. and to Vieux Fort 6*s*.

Sailing-boats can be hired, with their crews, at reasonable rates.

SPORTS. There is a good *cricket* ground at Victoria Park, a ten minutes' walk from Castries, with a cricket and *lawn-tennis* club, and there are also two good courts at Government House. The St. Lucia *Racing* Association holds meetings in March at Vidé Bouteille, about half a mile from Castries. Some fair sea *fishing*—including tarpon—can be obtained from boats and from rocks all round the coast; this form of sport is more pleasant in the evening or night than during the day. A little river fishing is also obtainable with a light rod, and ground-cockroaches for bait, the principal fish being small river mullet which weigh about half a pound. Cul-de-Sac and Soufrière rivers are the most easily accessible, the fishing being somewhat better in the latter. There is some pigeon and dove *shooting* to be had in the forests and in the Vieux Fort swamps, but for the former sport it is necessary to sleep near the feeding-grounds of the birds, as they feed in the early morning and late afternoon. Permission from the riparian owners should always be obtained beforehand. *Sea-bathing* may be obtained from Castries by crossing the harbour in a boat to Vielle Ville, and then walking a hundred yards to Choc Bay.

CLUB. The Castries Club, situated near the wharves, is well appointed and extends a welcome to visitors provided with proper introductions. Visitors may also become members of the public library and reading-room, at the corner of Bourbon and Micoud Streets facing Columbus Square, for a nominal subscription.

SIGHTS. The harbour of Castries, which is almost land-locked, is one of the safest and most attractive in the West Indies. With an entrance scarcely more than a third of

a mile across, it forms an admirably sheltered haven, and the visitor to it can at once appreciate why Rodney set such store by its capture before our wooden walls were replaced by steel. On entering, Tapion rock, on which there is a battery and a light, with the romantic heights known as the Morne Fortuné* (800 feet), beyond is seen on the right, while on the left is the promontory called the Vigie (" Look-out ") on which elaborate barracks had just been completed when the decision to withdraw the troops from the West Indies was arrived at in 1905. On a plateau, or terrace, at the west end of the Morne, 437 feet above the sea-level, the Union Jack floats over Government House, the residence of the Administrator.

At the head of the harbour are the **Botanical Gardens,** which now adorn what was once a reeking swamp, and to the south of them can be seen the steeple of the Anglican Church.

The town of **Castries** (population 6,266), so called by Baron de Laborie, Governor in 1784, after Maréchal de Castries, the French Colonial Minister of the day, stands at the south-east corner of the harbour. During the earlier days of English occupation it was known as Carénage, and in 1794 it was called " the Faithful " by the Revolutionary party for a short time. The port enjoys the advantage over most others in the West Indies of having modern wharves, so that steamers are able to come alongside and discharge passengers and cargo without the intervention of boats. Castries is an important coaling station. As at Nagasaki in Japan, the work of coaling is carried on almost entirely by women, and it is interesting to watch them swinging up the gangway with baskets of coal on their heads while keeping up an incessant fire of chaff and enlivening themselves by singing chanties. It is doubtful whether there is any other part of the world where women carry such heavy loads as they do at Castries, each basket holding 109lbs. of coal.

Castries presents no features of exceptional interest. The **Post Office** is in the Prince Alfred Building—so called

* In the French islands and in those which have been French the hills are usually called " Mornes."

after the late Duke of Edinburgh, who visited the West Indies in H.M.S. *St. George* in 1861. The **Public Works Department** occupies a building erected in the old Army Commissariat Yard on the sea front. The **Administrator's Office** is opposite the police barracks at the beginning of the Morne Road. The **Colonial Bank** is at the far corner of the fourth block on the right in Bridge Street, and the **Royal Bank of Canada** is obliquely opposite the Post Office. The **Cable Office** is situated at the corner of High and Bridge Streets.

The **Roman Catholic Church** in the middle of the town is worth inspection. It faces Columbus Square—a grass plot of over three acres in extent, surrounded by broad walks and shaded by trees, which was formerly the Place d'Armes. The church is constructed of stone and iron in pseudo-Romanesque style and can seat 3000 people. The architect was Father Ignatius Scoles, a priest from Demerara who is said to have been a pupil of Pugin. The **Anglican Church,** dedicated to the Holy Trinity, stands at the north corner of the town adjoining the Botanical Gardens, which deserve a visit. It was built in 1832 and consecrated by Bishop Parry in 1843. The chancel was added in 1895. The Protestant faith was first set up in St. Lucia in 1819, and the Protestants, some four hundred in number, were taxed to provide funds for the erection of the church. From 1824 to 1870 the church was endowed by the State to the extent of £400 per annum.

Government House, on a plateau at the west end of the Morne, is approached by a good driving road from Castries. It is a handsome building erected in 1895 at a cost of £8,800, from the designs of Mr. C. Messervy, the then Colonial Engineer. The situation is now perfectly healthy; but there was a time when yellow fever raged there, and Breen in his "St. Lucia" tells how during a period of little more than four years, from November, 1829, to January, 1834, no fewer than four Governors died in the Pavilion, as the Governor's residence on this spot was then called. He tells, too, how the parsimonious General Farquharson, the Governor in 1832, dislodged the Bishop of the diocese and his suite, whom he was not disposed to entertain. "My

lord," he said, " perhaps this is the first time you have visited Government House : come with me and I'll show you the apartments. I suppose your lordship has heard of the insalubrity of this place : every room in the house has already witnessed the death of some Governor ; but none of them has had the honour of killing a Bishop : so, my lord, you have only to make your selection ; I leave you to the *embarras de choix*." It is hardly necessary to add that His Grace at once ordered his horse and left precipitately. By an irony of fate General Farquharson himself died of fever in the house in 1834.

In the grounds is a Norfolk Island pine (*Araucaria excelsa*) which was planted by the Prince of Wales, on September 25th, 1920, when he visited the island on his way home from Australia in H.M.S. *Renown*.

The view from the terrace on which Government House stands, though not so extensive as that afforded by the Morne, (*see below*), which shuts out the mountains to the south, is quite enchanting. Far below lies Castries basking in the sun. To the north of the town is the harbour, on the far side of which is the Vigie and Vielle Ville. Beyond the promontory is Choc Bay and the much indented coast-line with Pigeon Island in the distance at the entrance to Gros Islet Bay. To the eastward are the Paix Bouche ridge of mountains and the Sorcière, and to the west is Toc Bay.

The road beyond Government House takes one to the summit of the **Morne Fortuné** (10 minutes by motor-car from Castries). The expedition is well worth making, not only on account of the historic associations of the spot, but also because of the magnificent view. In the eighteenth century the Morne was the scene of much fighting, and it was upon it that Prince Edward, Duke of Kent and great-grandfather of King George V, hoisted the British Colours on April 4th, 1794, when the island was captured from the French by Vice-Admiral Sir John Jervis and Lieutenant-General Sir Charles Grey. It was, too, from its works that the French republicans were driven by Brigadier-General John Moore, afterwards Sir John Moore, the hero of Corunna, two years later.

The Morne now looks peaceful enough ; but truth to tell it presents rather a melancholy appearance. Its officers' quarters are deserted, its barracks empty, and even its former tennis courts are rapidly becoming overgrown with bush. But the glorious view still remains and well repays the ride. It is more extensive than that obtained from the terrace of Government House, including as it does the superb mountain ranges of the interior, a long stretch of the coast-line to the south, and the summits of the Pitons (*see* page 176) in the distance.

The **Vigie,** a quarter of an hour's drive from Castries, or five minutes' row by boat across the harbour, is scarcely less full of historic associations than the Morne. Probably the most desperate fighting which it witnessed was in 1778, when we captured St. Lucia from France. The lines of the English, who, under General Meadows, had entrenched themselves there, were on February 18th in that eventful year, stormed by 5000 men under d'Estaing, Lowendahl, and de Bouillé. Says Breen :

As the columns approached the position of General Meadows, they were enfiladed by the batteries on the other side of the Carénage, and suffered severely. They nevertheless rushed to the assault of the lines with impetuous bravery. The coolness and grimness of the defenders were, however, more than a match for the impetuosity of the assailants. Not a shot was fired by the British till the columns were at the foot of the entrenchments. One destructive volley was then poured in, and the French were received at the point of the bayonet. The struggle was long and terrible. At last the French were driven back with heavy slaughter : seventy of them are said to have fallen within the works at the very first onset. In spite of this fierce repulse they paused only to rally and recover breath ; and then hurried back with undiminished fury. The second conflict was no less violent than the first : it terminated in the same manner. Though their ranks were sorely thinned by this double discomfiture, they were induced to make a third charge ; but they had no longer that ardour which originally inspired them. They were speedily broken, overwhelmed, and scattered in complete and irretrievable disorder. . . . So great a slaughter has seldom taken place in so short a time.

The **Gun Pits** on either side of the harbour head may be visited. They embodied many modern improvements in this class of fortification, but are now overgrown by bush. Those on the Vigie are reached by a walk of half a mile from Veille Ville, which is accessible by boat.

Country Excursions.

Many pleasant expeditions can now be made by motor-car, the roads of the island having been much improved in recent years. It is possible to motor from Castries to Soufrière *via* Dennery, Micoud, Vieux Fort, Laborie and Choiseul, a distance of nearly sixty miles. The road passes through the interior of the island from the leeward to windward coast rising from sea-level to a height of 1,700 feet between Castries and Dennery. The road from Castries to Gros Islet (7 miles; *see* next page), is almost level, and is suitable for motor-cars.

The **Cul-de-Sac Valley,** with its central sugar factory, is about 20 minutes' drive by motor-car or one hour's ride or drive from Castries. The route lies past the historic Morne Fortuné (*see* page 172). It was in Grand Cul-de-Sac Bay that Brigadier-Generals Meadows and Prescot landed on December 13th, 1778, with 5000 men from twelve transports, and it was here that a desperate encounter took place a few days later between the English and French Fleets under Admiral Barrington and Count d'Estaing, which resulted in d'Estaing being driven back in confusion.

The Cul-de-Sac sugar factory is specially well worth a visit in the months from January to April, when sugar and rum are being made. It is situated half a mile from the carriage road, but may be reached on horseback. The valley is accessible for some five miles inland by riders, but not by carriages, and it communicates with the Goldsworthy Road, which leads across the central ridge to **Dennery,** called after Count D'Ennery, Governor in 1768 and formerly known as L'Anse Canot, in the fertile Mabouya Valley and the eastern side of the island. The **Goldsworthy Road** which crosses the main ridge or Bar-de-l'isle is a very fine piece of work. The Castries end of it begins at Trois Pitons, where it descends into the Cul-de-Sac Valley. It then follows the valley and crosses the main ridge near Piton Lacombe and descends into the Mabouya Valley, near the Pilet District. The distance from Castries to Dennery is sixteen miles, and the drive takes about an hour. A shorter riding route, which effects a saving of

four miles, is by the **Barabara,** an extremely steep descent by zigzags between the main ridge and Mabouya Valley, which can be ridden in three hours. Dennery also has a central factory. The **Roseau Valley** and sugar factory are about three miles farther than the Cul-de-Sac factory, or seven miles from Castries (½ hour by motor-car or 1½ hours' ride).

Perhaps the prettiest ride near Castries is to **Piton Flor,** about five miles from the town along a steep road (1 to 1½ hours either way), the scenery is magnificent. This road also leads to Dennery. With a good pony it is possible to cross the main ridge by the Piton Flor Road, and return by the Goldsworthy Road and Cul-de-Sac Valley (5 to 6 hours for the round trip) ; but the ride is a trying one of more than 20 miles, and there are no refreshment houses on the way ! A less fatiguing outing, but one through less picturesque scenery, is the drive past the race-course to the little fishing-village of **Gros Islet,** at the north of St. Lucia (1½ hours there and back). It was here that d'Estaing anchored and landed his forces in 1778, after the defeat at Grand Cul de Sac.

The historic **Pigeon Island** can be reached by canoe across a narrow strip of water from Gros Islet or direct from Castries by boat. The former is the preferable route and it takes about an hour, while by boat the journey is somewhat longer. Pigeon Island, which is about one and a half miles in length and about half that extent in breadth, consists of two hills, on the smaller of which Fort Rodney is situated. From the parapets of this fort, Rodney watched the movements of the French fleet off Martinique, prior to the great battle of April 12th, 1782, in which he achieved his decisive victory over de Grasse (*see* page 243).

When time allows, a trip to **Soufrière** by the coasting boat is well worth taking, the scenery in this district being exquisite, and the sight of the sulphur springs, with their hissing and boiling cauldrons of black water, surrounded by a dangerous zone of heated ground on which sulphur and alum are being constantly deposited, is a unique experience for many travellers. Some of the cocoa estates at Soufrière are also interesting, and nutmegs, cloves, cinna-

mon, vanilla, oranges, coffee, and rubber may also be seen in cultivation there. The **Ventine Sulphur Springs** are ten minutes' motor drive from Soufrière. This is a very charming and secluded spot, where invalids suffering from rheumatism and many other disorders have benefited greatly by the use of the warm sulphur baths. The several boiling springs are also well worth seeing. The hot springs and mineral waters were celebrated in former days for their medicinal properties, which resemble those of Aix-les-Bains. Baron de Laborie, the French Governor, had them analysed in 1784, and so favourable was the report upon them that Louis XVI granted a substantial sum of money for the construction of baths and the requisite buildings " for the use of his Majesty's troops in the Windward Islands." In the subsequent wars, however, the thermal establishment was destroyed. An attempt was made by Governor Sir Dudley Hill to restore the baths in 1836 : but it failed as he was unable successfully to establish a claim to the land. From Soufrière, the boat proceeds on Fridays to **Choiseul** (formerly L'Anse Citron, but since 1763 called after the famous Minister, the Duc de Choiseul, through whose efforts the island was secured to France). **Laborie,** the next port of call, is a charmingly picturesque village, which owes its name to Baron de Laborie, the very popular Governor in 1784.

At **Vieux Fort,** where the first sugar works were established in the island in 1765, there is another central sugar factory, and the extension of the trip to this place gives the visitor an opportunity of passing round the base of the two conical mountains known as the **Pitons,** or the Peaks, which form prominent landmarks on the leeward coast. Some writers have stated that the Gros Piton resembles the main peak of the Canigou, near Arles in the Pyrenees ; but unlike the St. Lucia peaks, that mountain is quite destitute of verdure and rises to a far greater height. The Gros Piton is certainly not unlike the Pic du Midi. It is said to be 2,619 feet high, the Petit Piton 2,461 feet. The Gros Piton is comparatively easy to ascend, but, until 1878, the smaller Piton was unconquered by man. In that year, however, a M. Lompré succeeded in gaining its

summit, and it was ascended in 1885 by Mr. Charles de Brettes, who two years later conducted the then Chief Justice, Dr. John W. Carrington, and a party to the summit. The start was made from the western extremity, which was reached by clambering over the rocks. The party began the ascent at 6.22 A.M. and at 7.15 reached the Grande Ravine, a deep gorge running into the mountain. Thence the line of march lay more along the side of the mountain, and they worked their way gradually round to the shoulder which stands out clearly on the north-western face. A deep ravine having been crossed, the projecting point of the shoulder was reached at 9.40 A.M. (1640 feet), and a splendid view of Soufrière obtained. Shortly after traversing the shoulder, which runs nearly level for 200 or 300 feet, a perpendicular rock 20 feet high had to be scaled, and for some distance there was a stiff bit of climbing to be done. All obstacles were, however, surmounted, and at 11.40 A.M. the Union Jack floated on the summit, which was found to be a small oval plateau, 70 feet long by 40 wide. The return journey was begun an hour later, and the rocks again reached by 6.45 P.M.

There is a local tradition to the effect that many years ago four English sailors tried to climb the highest Piton. They were watched from below through a telescope, until one after the other disappeared. Half-way up one fell, a little higher another dropped, and then a third. It was supposed that they fell victims to the deadly Fer-de-lance snake, which once infested St. Lucia.

At Vieux Fort a vehicle can be hired for the drive to **Micoud** by the high road, which runs in an easterly direction. The drive has now been rendered easy by the bridging of the rivers, the last bridge to be erected being one over the Troumassée River at the entrance to the village. Micoud, which is delightfully situated facing the Atlantic, owes its name to Baron de Micoud, Lieutenant-Governor on several occasions between 1769 and 1776.

Between St. Lucia and Martinique there stands an isolated rock, which rises sheer out of the water off the south coast of the latter island. No Englishman can gaze upon it without a feeling of pride, for it is the historic **Diamond**

Rock which, during the war with France in 1803, was garrisoned by the crew of a British cruiser, who, by means of ropes, hauled their guns to its summit and defied their adversaries. Hood, seeing that the French ships escaped him by running between this rock and the Pointe du Diamant, laid his seventy-four, the *Centaur*, close alongside the Diamond, made a hawser fast to the ship and to the top of the rock, which is accessible on the leeward side, and slung with a traveller three long 24's and two 18's to the summit, the sailors looking "like mice hauling a little sausage. Scarcely could we hear the Governor on the top directing them with his trumpet; the *Centaur* lying close under, like a coco-nut shell to which hawsers are affixed." Here Lieut. J. W. Maurice, with 120 men and boys, and ammunition, provisions, and water, remained for nearly eighteen months. From this commanding position they harassed the French fleet until June 1st, 1805, when, through want of powder, they were compelled to surrender to a French squadron of two seventy-fours, a frigate, a corvette, a schooner, and eleven gunboats, upon which they inflicted severe loss, wounding seventy men and destroying three gunboats, while they themselves lost only two men killed and one wounded.*

In spite of its size, great natural beauty and historical associations, less has been heard of St. Lucia than of many of the neighbouring islands; but for those possessed of capital, youth and energy, it affords favourable openings. The withdrawal of the garrison in 1905 was a severe blow, but it may prove a blessing in disguise if it leads to the development of the agricultural resources of the island. In view especially of the rapid growth of the lime industry it is already probable that the name of St. Lucia will before long become more widely known in commercial circles.

* An account of the gallant defence of the Diamond Rock is given in "West Indian Tales of Old." London: Duckworth and Co.

THE HISTORIC DIAMOND ROCK

Sometimes known as "H.M.S Diamond Rock," this rock was garrisoned in 1803 by Captain J. W. Maurice, R.N., and 120 men and boys, who for nearly 18 months defied all efforts of the French to dislodge them.

ST. VINCENT.

"Pax et justitia."
The Colony's Motto.

ST. VINCENT, which lies in latitude 13° 10′ N. and longitude 60° 57′ W., 30 miles to the south-west of St. Lucia, and 97 miles west of Barbados, is 18 miles in length and 11 in width at its broadest part, and has an area of 140 square miles, being, like Grenada, about half the size of Middlesex. Its population is 49,899, while those of the Grenadines which are its dependencies have 4,115 inhabitants. The whole of the island is of volcanic origin, and, like St. Lucia and Grenada, it has a backbone of thickly wooded mountains running from north to south. At the northern end of the range is the Soufrière, a volcano 3,500 feet high, the eruption of which in May, 1902, devastated nearly one-third of the island and caused a terrible loss of life, no fewer than 2000 persons being killed. The southernmost point is Mount St. Andrew, 2,600 feet high, which dominates the Kingstown valley. Spurs branch off from this range on each side, breaking the island up into a series of valleys. On the north-east side there is a more level tract of land called the Carib country, which formed part of the lands reserved to the Caribs by the treaty of 1773. This was formerly the most fertile sugar-producing district in St. Vincent, but all cultivation on it was destroyed by the volcanic eruption. The fresh water "Carib" canal was filled up; but it has now been restored and agricultural operations have been resumed. The streams in the island are numerous though small, the principal being the Union or Argyle River on the windward side, and the Warrawarou at the south. On the eastern side of the island is the Rabacca or dry river, which, except in flood time, is of very small volume, having been choked by the earlier volcanic eruption of 1812. The island is divided into five parishes: St. George, Charlotte, St. Andrew, St. David, and St. Patrick.

Kingstown (population 3,836), the capital of the island,

stands in Charlotte Parish at the head of Kingstown Bay, an indentation of about three-quarters of a mile deep on the south-west coast. It was once protected by a formidable battery on the South or Cane Garden Point, and by the imposing Fort Charlotte on the north-west. Most of the Grenadines, a chain of islands lying between St. Vincent and Grenada, are dependencies of St. Vincent, the largest which fall under this category being Bequia, nine miles from Kingstown (4,422 acres), Mustique, 18 miles from Kingstown (1,257 acres), with Balliceaux—a corruption of "belles oiseaux"—and Battowia near by; Canouan, 25 miles from Kingstown (1,694 acres); Mayreau, 37 miles from Kingstown (600 acres), and Union Island, 40 miles from Kingstown (2,600 acres). It was to Balliceaux that the Caribs were removed prior to their deportation to Ruatan (*see* page 182).

INDUSTRIES. For many years St. Vincent was one of the least prosperous of the British West Indian colonies, owing to the lack of an industry to take the place of sugar cultivation, which was ruined by the foreign sugar bounties. Arrowroot is now the staple of the island, and this industry is supplemented by the cultivation of Sea Island cotton, for the growth of which St. Vincent is particularly well suited. Sugar, rum, molasses, cocoa, and spices are also produced on a small scale.

The exports for the year 1921 were as follows:

		Value. £
Arrowroot	2,093,358 lbs.	21,216
Cotton	504,778 ,,	70,621
Cotton Seed	11,543 ,,	3,514
Molasses	117,157 galls.	9,878
Sugar	144 tons	3,514
Cocoa	139,135 lbs.	2,259

The direction of trade in 1920 was:

	Imports. £	Exports. £
United Kingdom	83,518	216,642
British Colonies	96,500	82,292
Foreign Countries	77,212	716

FINANCES. The comparative table given on next page shows the revenue and expenditure, and imports and exports, of the colony, for the ten years to 1920.

Year.	Revenue.	Expenditure.	Imports.*	Exports.*
	£	£	£	£
1911–12	34,852	33,735	110,926	118,625
1912–13	38,088	33,993	129,142	111,684
1913–14	34,373	38,173	122,886	115,201
1914–15	32,468	38,045	109,319	109,795
1915–16	34,844	35,783	90,892	98,545
1916–17	35,242	36,139	92,329	97,598
1917–18	37,535	34,555	122,084	100,967
1918–19	42,488	36,597	134,699	193,778
1919	34,111	35,361	185,128	149,749
1920	59 221	52,305	257,230	299,650

* Calendar year from 1911–20.

CLIMATE. The climate of St. Vincent is healthy and particularly enjoyable in the winter months. The wet season lasts from August to November, when the weather is hot and damp, though not necessarily unhealthy. The average rainfall amounts to 100 inches. The temperature varies from 60° Fahr. to 88° Fahr., the nights being always cool. The island is occasionally visited by hurricanes, but warning of their probable approach is always given. The birth-rate is 33, and the death-rate of the island as low as 18 per 1000, a figure which speaks volumes for the healthiness of St. Vincent.

HISTORY. St. Vincent was discovered by Columbus on St. Vincent's Day in the Spanish Calendar, January 22nd, 1498, and to this it owes its name. At the time of its discovery it was inhabited by the warlike Caribs, in whose hands it remained until 1627, when a grant of the island was made to Lord Carlisle. In 1660 St. Vincent was declared neutral, but eight years later Lord Willoughby arranged a treaty by which the Caribs acknowledged themselves to be subjects of the King of England. No definite colonisation was, however, effected, and St. Vincent subsequently became a refuge for Caribs from the neighbouring islands. At the end of the seventeenth century there were two distinct races of these Indians in the island, the yellow and the black Caribs, the former being of the original stock and the latter largely of West African origin, being the descendants of shipwrecked slaves who fled to the forests and married Caribs. The black Caribs became eventually the predominant race. In 1722 St. Vincent was granted by George I to the Duke of Montague, who sent out a strong body of colonists, but the French demanded that the island should remain neutral, and their protests were recognised by the Treaty of Aix-la-Chapelle in 1748. St. Vincent was captured by Monckton in 1762, and British colonisation proceeded, the General obtaining a grant of

4000 acres in Charlotte Parish, which he subsequently sold for £30,000. The division of lands gave rise to many disputes, and the Caribs refused allegiance to the King. Consequently, troops were introduced from North America, and after some desultory fighting a treaty was concluded through the exertions of Major-General Dalrymple in 1773, by which the Caribs acknowledge the supremacy of the British, being granted in return the large tract of land referred to above in the north of the island. It extended, according to the terms of the treaty, from the River Byera to Point Espagnole on the one side, and from the River Auilabou (Wallibou) to Espagnole on the other side.

In 1779, during the course of the war between France and England which had begun in the preceding year, St. Vincent was surrendered to the French, but it was restored to Great Britain in 1783 by the Treaty of Versailles. During the French Revolution in 1795 the island was overrun by the Caribs under Chatoyer and Duvallé, who were assisted by the French in what was called the Brigands' War. They burnt the cane-fields, plundered the houses, and murdered many of the colonists, who were confined to Kingstown. This state of affairs continued until June, 1796, when Sir Ralph Abercromby suppressed the rising, and the bulk of the Caribs were deported to the island of Ruatan, in the bay of Honduras. Their lands were revested in the Crown by an Act of 1804, two years before which occupancies during his Majesty's pleasure of 5,262 acres had been granted to different persons actually engaged in the war as a reward for their services.

CONSTITUTION. St. Vincent, one of the group of Crown Colonies known as the Windward Islands, has an Executive Council and a Legislative Council. The latter consists of official and unofficial members, of whom three are to be elected by the people. In the absence of the Governor of the Windward Islands, the Administrator presides over the two Councils.

Administrators since 1893.

Colonel J. H. Sandwith, C.B.	1893
Sir H. L. Thompson, C.M.G.	1895
Sir Edward J. Cameron, K.C.M.G. . . .	1901
The Hon. Gideon Murray	1909
The Hon. R. Popham Lobb, C.M.G. . . .	1915

ACCOMMODATION. Kingstown. The *Pembroke Hotel* and the *Sea View Hotel*, both in Bay Street—Board and Lodging from 8*s.* 4*d.* per day, or £6 5*s.* and £8 6*s.* 8*d.* per month.

COMMUNICATIONS. St. Vincent can be reached from England *via* Barbados or Trinidad or Martinique, or *via* Canada (*see* Appendix I). The boat fare from the steamer to shore, and *vice versa*, is 2*s.* each way. Baggage, 3*d.* per package. Rowing-boats to visit the leeward parts of the island, or for sea-fishing excursions, can always be obtained at reasonable rates at the landing-stage and the Government motor-launch makes daily trips to leeward points,

HAULING CANNON UP THE ROCK FROM H.M.S. CENTAUR

THE NORTH-EAST FACE, SHOWING THE QUEEN'S BATTERY

HISTORIC "H.M.S." DIAMOND ROCK
From engravings after the paintings by John Eckstein

leaving Kingston at 2 P.M. and returning at 10 A.M. next morning. There are several garages with motor-cars for hire, and a car usually waiting on the jetty. There is also a livery stable, and an order by telephone from the police barracks, opposite the landing-stage, brings riding-horses or single or double buggies in a few minutes. Riding animals can be had from 4*s*. 2*d*. upwards, and buggies from 6*s*., according to time and distance.

SPORTS. *Cricket* is played in the Victoria Park, and a game can generally be enjoyed by visitors. There is a *lawn-tennis* club with courts in the Government Office grounds, to which visitors are admitted. The St. Vincent *Golf* Club has a 9-hole course on the Carenage 3½ miles from Kingstown, which can be reached by a good driving road or by boat. Visitors are admitted on payment of 1*s*. per day. Sea *bathing* can be indulged in at several spots, notably off the Villa estate, about two miles from Kingstown. Good deep-sea *fishing* is obtainable off Kingstown and other places near by, and suitable tackle can easily be hired.

CLUB. The Kingstown Club founded in 1891, with premises in James and Middle Streets, welcomes visitors who are introduced by members.

SIGHTS. Kingstown, which nestles at the foot of the mountains at the head of a magnificent bay on the south-west of St. Vincent, is one of the most picturesque spots in the West Indies. Froude likened it to a Norwegian town, with its houses along the shore painted in the same tints of blue or yellow or pink as those in Norway, with the same red-tiled roofs, the trees coming down the hill-sides to the water's edge, villas of modest pretensions shining through the foliage, with the patches of cane-fields, the equivalent in the landscape of the brilliant Norwegian grass.

The **Government Offices,** the **Post Office** (Egmont Street), and the **Colonial Bank** (Halifax Street) are within a stone's throw of each other near the centre of the town, and **Government House** (built in 1886), the residence of the Administrator, is at the back above the Botanic Garden, on the left-hand side looking from the Bay. It is a tradition—and probably nothing more—that the mango in Government Office yard is one of the original trees brought to St. Vincent by Captain Bligh in 1793 (*see* page 185). The Kingstown **Free Library** in Halifax Street has an interesting collection of Carib stones, the implements and weapons used by the early inhabitants. The building was the gift of Mr. Andrew Carnegie, and was opened in 1909. Those interested in the **Carib relics** should inspect the Carib

Altars, of which there are six or more in the island, including those on Villa Estate, and at Barouallie, Layou, Iambou, and Petit Bordel.

St. George's, the Cathedral Church of St. George's and St. Andrew's, and until 1881 the Parish Church of those two parishes, which are divided in Kingstown by the North River, is reached by a walk of almond-trees, many of which are eighty years old. It has three fine lancet windows in the chancel presented by the widow of Lieut.-Governor Dundas, who died in 1880, which are supposed to have been the work of Kempe. The remains of the Governor lie under the chancel floor. The Bronze Chandelier hanging in the nave is said to have been presented by George III. The nave has many interesting tablets, some on the walls and others on the floor. Among the latter, is one to Sir John Campbell, of Adnamurchan, Lieut.-Governor 1845, dated 1853; while on the north wall, the memory of Sir Charles Brisbane, Rear-Admiral of the Red, the victor of Curaçao in 1807, who was Governor from 1808 until his death in 1829, is perpetuated. Other tablets perpetuate the memory of Peter Beckett (1789), Major Champion, of the 21st Royal Scots Fusiliers, who was assasinated at Fort Charlotte in 1824, and Alexander Leith, who killed the Carib Chief on Dorsetshire Hill in 1795 during the Brigands' War. In the cemetery surrounding the Cathedral is a monument to the memory of his late Excellency, William Leyborne Leyborne, "Captain-General, Governor and Commander-in-Chief of H.M. Southern Caribbean Islands, Chancellor and Vice-Admiral of the same," who died April 16th, 1775, aged thirty-one. Several monuments are erected to men of the 70th, now the 2nd Bn. East Surrey Regt., who died of yellow fever at Fort Charlotte. The church, which is open from 6 A.M. to 6 P.M., was rebuilt in 1820, at a cost of £47,000, towards which £5000 was contributed by the Government out of the proceeds of the sale of the Carib lands.

The **Thompson Home,** a few minutes' walk from the landing-stage, was established by Lady Thompson, the wife of the then Administrator, after a hurricane in 1898, for the relief of destitute ladies.

The well-kept **Botanic Garden,** is prettily situated in a small valley just below Government House and adjoining Montrose Estate. It is less than a mile distant from the landing-stage, and is approached by a good driving road, which passes the **Colonial Hospital,** a well-appointed building with three blocks, and, higher up, arrowroot and Sea Island cotton plantations. An **arrowroot mill** is also to be seen, which, when working, is of great interest. Here the roots of the plant known to scientists as *Maranta arundinacea* are reduced to a fine pulp, which is washed—an essential being the use of extremely pure water—and then strained. The water with the arrowroot in suspension is then allowed to flow slowly along flat and shallow troughs, and the starch—as it is now called—settles at the bottom. At the close of the day's work the arrowroot is dug out and dried. It is then packed in barrels and tins for export.

The **Botanic Garden** was established in 1763, when it was, curiously enough, under the control of the Secretary for War and is the oldest institution of its kind in the New World. It was in order to supply it with specimens of the bread-fruit tree (*Artocarpus incisa*) that Captain William Bligh made his memorable voyage in H.M.S. *Bounty* to the South Seas in 1787, which ended so disastrously. His crew mutinied and setting him adrift proceeded to Pitcairn Island where their descendants remain to this day. Owing largely to the exertions of Sir Joseph Banks, the President of the Royal Society, and The West India Committee, who offered a substantial reward, a second ship, the *Providence,* was fitted out, and in January, 1793, Captain Bligh, accompanied by Captain Nathaniel Portlock, of H.M. brig *Assistant,* reached St. Vincent, and landed a large portion of his valuable cargo from Otaheite, including 530 choice and curious plants of various kinds in a flourishing condition at Kingstown. The mango and cinnamon were forwarded to the garden from Jamaica, into which island they were introduced by Rodney in 1782, the clove was brought from Martinique in 1787, and the nutmeg-trees from Cayenne in 1809.

In the year 1820 the Government decided to give up the Garden, which in 1822 was transferred to the local Government. They for a time ceased to cultivate it in 1849.

Many of the old and rarer trees were destroyed by a cyclone on August 6th, 1886, and a severe hurricane in 1898 did still further damage, but sufficient remain to render the garden exceedingly attractive.

The garden contains a large collection of economic plants besides those of an ornamental nature. Among the trees and plants to be noticed are: Arrowroot (*Maranta arundinacea*), banana (*Musa sapientum*), cannon-ball (*Couroupita guianensis*), cinnamon (*Cinnamomum zeylanicum*), cocoa (*Theobroma Cacao*), clove (*Eugenia caryophyllata*), black pepper (*Piper nigrum*), bread-fruit (*Artocarpus incisa*), india-rubber (*Hevea brasiliensis, Ceara, Castilloa,* etc.), mango (*Mangifera indica*), mahogany (*Swietenia Mahagoni*), nutmeg (*Myristica fragrans*), pine-apple (*Ananas sativus*), teak (*Tectona grandis*), traveller's tree (*Ravenala madagascariensis*), vanilla (*Vanilla planifolia*). One old tree, *Spachea perforata,* is the only specimen of its kind at present known to botanists. The memorial temple and the fountain overlooking the lily pond, which is well stocked with water lilies, including the Victoria Regia, was erected in 1915 in memory of the Hon. J. G. W. Hazell, member of the Executive and Legislative Councils, "who ever took an active interest in the social and public affairs of the Colony and in these gardens, 1848–1915," by "Members of the Kingstown Club and a number of his friends." The pond is inhabited by the tiny "Millions" fishes (*Girardinus pœciloides*), a natural enemy of mosquito larvae, on which they feed voraciously. A mahogany tree planted by Her Highness Princess Marie Louise, who visited the island in 1913 as guest of the Hon. Gideon Murray, the then Administrator, is also pointed out.

Victoria Park is an extensive open space, surrounded by private residences at the west end of the town, devoted to cricket, football and athletic sports.

The Government Central **Cotton Ginnery** is within five minutes' walk of the landing-stage. It is capable of ginning and baling upwards of 4000lbs. of cotton lint per working day of nine hours. The rate charged to planters for ginning and baling is 1*d.* per lb. Quantities of seed cotton are also purchased on a profit-sharing basis from

the peasantry. On application to the manager, visitors can obtain permission to be shown over the building. Work is usually in progress from December to May. St. Vincent Sea Island cotton is the finest in the world, and has realised as much as 7*s*. 6*d*. per lb. of lint. This ginnery deals with nearly two-thirds of the island's crop. Adjoining is the **Grammar School** in the grounds of the Agricultural Experiment Station, with extensive and well-laid-out grounds and experimental plots. There is also a small Stock Farm attached to it, where pedigree animals are kept. At this station pupils of the Grammar School and special agricultural pupils receive instruction in practical agriculture and applied sciences. Visitors can inspect it on application to the headmaster and the Assistant Agricultural Superintendent. The **Market** is amusing during the busy hours in the early morning.

An extensive view of a large part of the island, with its picturesque mountains and valleys covered with rich tropical vegetation, can be obtained from **Mount St. Andrew** (2,600 feet), which dominates Kingstown, and is the final elevation of the backbone of mountains traversing the island from north to south. An early start should be made, and the best plan for visitors to adopt is to obtain horses, and ride as far as a place called **Cavalries** (about 1000 feet), proceeding thence on foot. Guides can be readily hired for a small fee either in Kingstown or Lowman's village (2 miles), which is passed on the way; the time usually taken to reach the summit is two hours. In the neighbourhood of Cavalries the unique Soufrière fern, which resembles the British stag-horn moss (*Lycopodium clavatum*), is found.

At **Edinboro Bay** (half a mile from Kingstown) the remains of some old barracks are to be seen; from there to **Low Point** is a charming lane known as the **Lovers' Walk,** which extends to a distance of half a mile. At the extremity of the Point are the ruins of the old military hospital.

Calliaqua, four miles from Kingstown on the windward side, has a population of 800. Almost 200 yards from the mainland to the south-west of it is **Young's Island,** now used as a quarantine station. It is reached by boat in one hour, or by road (2½ miles), and then by ferry across the

narrow strait which divides it from the mainland. The island was once the property of Sir William Young, Governor of the Colony, who acquired it from the Carib Chief. Returning from England, Sir William Young was welcomed by the Chief, who was loud in his praise of a black charger which the Governor had brought out with him. Thereupon Sir William, with gallantry, said "It is yours!" and the Chief taking him at his word mounted the charger and rode off. On another occasion Sir William was standing with the same Carib Chief on the gallery of Government House, which was then near Calliaqua, and expressed his admiration of the small island off the shore. The Carib Chief, to whom it then belonged, at once said, "Do you like it? It is yours!" and Sir William Young, remembering his charger, had no compunction in accepting the gift.

Fort Duvernette, on a great mass of rock rising 260 feet from the sea, about fifty yards from Young's Island, is a conspicuous object. The old guns, dating from the days of George II and III, are still in their places, and on the summit are the remains of the old barracks, tank, and magazine, which are reached by steps partly cut in the rock and partly made of masonry.

Fort Charlotte (600 feet), upon Berkshire Hill, on the west side of Kingstown Bay, can be reached by a good road in about half-an-hour. An object of interest by the wayside is the boundary stone between Ottley Hall Estate and the Ordnance Lands, which is inscribed to the memory of our soldiers who fell in the "Brigands War" of 1795–96 (*see* page 182). The inscription runs:

To
THE MEMORY OF
Many Brave
SOLDIERS
Particularly of the
46th & 69th Reg. and of the Island Militia and
Rangers who fell in defending this Colony in the
Years 1795 & 1796
This Pillar
is Erected on the Boundary of Ottley Hall Estate
and the Garrison of Fort Charlotte
by W. L. UEBUURY
B.O.

The 46th is now the 2nd Bn. Duke of Cornwall's Light Infantry, and the 69th the 2nd Bn. Welsh Regiment.

The fort was formerly the chief defence of the island, and was very strongly fortified. It contained barracks for six hundred men, and had thirty-four pieces of artillery, and several outworks. In 1854 the garrison was withdrawn, though one company of the 16th Bedfordshire Regt. returned in 1867 and remained for six years. Of the five guns now left in the fort, one is fired to indicate the arrival of the mail steamer, and at 8 P.M. every day. Some of the old military buildings are now used to house the colony's paupers. The fort is approached by a narrow archway which gives access to a spacious parade ground. On the right, an incline leads to the ramparts, which mounted eleven 32-pounders and two 10-in. mortars. At the rear of the parade are two powder magazines and a guard-house. Farther still and a little lower down are the barracks, cookhouse, etc., and the large tanks which hold a supply of 50,000 gallons of water. At the extremity of the promontory there is a small bomb-proof building and a reserve tank to hold 10,500 gallons of water. A splendid view of Kingstown, the southern part of the island, and several of the islets in the Grenadines, can be obtained from the citadel.

Another popular ride or walk is to **Dorsetshire Hill,** on which there used to be barracks for the troops, to the north-east of Kingstown, and to the head of the Kingstown waterworks below Mount St. Andrew, from which the view is superb. The route lies along the lane running past the west end of the cathedral. The reservoir, 1500 feet above Kingstown, which is supplied from Mount St. Andrew, has a capacity of 600,000 gallons.

Dorsetshire Hill was the scene of much fighting during the wars with the French and the Caribs. The fortifications, which consisted only of earthworks, have long since disappeared. To the north on Miller's Ridge guns still lie dismounted on the ground.

At **Low Point,** about 400 feet below the fort and to seaward of the citadel, stands the military hospital, now used for patients suffering from yaws (*Frambœsia*).

A ride to a high ridge called "**Vigie,**" or "Look-out," about six miles in a north-easterly direction, is also worth taking. This place was once a fortified post, and it is of interest as having been the scene of several sharp engagements between the English and French, with their Carib allies, in the war of 1795–96. The different ridges are concentrated into one elevation with three conical hills where the Caribs fixed their camp, which they protected with sugar hogsheads filled with earth. A good idea is obtained during the ride of the southern part of the island from this point, and of the different crops which it produces, such as arrowroot, cotton, and sugar-cane. The expedition takes about 1½ hours each way.

The **Soufrière.** If time permits, an expedition should be made to the Soufrière, the volcano (3,500 feet high) situated at the northern end of the island which suddenly burst into violent eruption on May 7th, 1902, a day in advance of La Montagne Pelée in Martinique, after being quiescent since 1812, and continued in a state of activity until March, 1903. The following account of the eruption, which resulted in the loss of 2000 lives, was given by the Rev. J. H. Darrell, of Kingstown, who was an eye-witness of this appalling event :

At 7 A.M. on Wednesday, the 7th instant, there was another sudden and violent escape of pent-up steam, which continued ascending till 10 A.M., when other material began to be ejected. It would seem that this was the time when the enormous mass of water in the lake of the old crater was emitted in gaseous condition. . . . The mountain heaved and laboured to rid itself of the burning mass of lava heaving and tossing below. By 12.30 P.M. it was evident that it had begun to disengage itself of its burden by the appearance as of fire flashing now and then around the edge of the crater. There was, however, no visible ascension of flame. These flame-like appearances were, I think, occasioned by the molten lava rising to the neck of the volcano. Being quite luminous, the light emitted was reflected from the banks of steam above, giving them the appearance of flames.

From the time the volcano became fully active, tremendous detonations followed one another so rapidly that they seemed to merge into a continuous roar, which lasted all through Wednesday night, yesterday (Thursday, the 8th), and up to 6.30 A.M. this morning, the 9th instant. These detonations and thunderings were heard as far as Barbados, one hundred miles distant, as well as in Grenada,

Trinidad, and the south end of St. Lucia. At 12.10 P.M. on Wednesday, I left in company with several gentlemen in a small rowboat to go to Chateaubelair, where we hoped to get a better view of the eruption. As we passed Layou, the first town on the leeward coast, the smell of sulphuretted hydrogen was very perceptible. Before we got half-way on our journey, a vast column of steam, smoke, and ashes ascended to a prodigious elevation. The majestic body of curling vapour was sublime beyond imagination. We were about eight miles from the crater as the crow flies, and the top of the enormous column, eight miles off, reached higher than one-fourth of the segment of the circle. I judged that the awful pillar was fully eight miles in height. We were rapidly proceeding to our point of observation, when an immense cloud, dark, dense, and apparently thick with volcanic material, descended over our pathway, impeding our progress and warning us to proceed no farther. This mighty bank of sulphurous vapour and smoke assumed at one time the shape of a gigantic promontory, then of a collection of twirling, revolving cloud-whorls, turning with rapid velocity, now assuming the shape of gigantic cauliflowers, then effloresing into beautiful flower-shapes, some dark, some effulgent, others pearly white, and all brilliantly illuminated by electric flashes. Darkness, however, soon fell upon us. The sulphurous air was laden with fine dust that fell thickly upon and around us, discolouring the sea ; a black rain began to fall, followed by another rain of favillæ, lapilli, and scoriæ. The electric flashes were marvellously rapid in their motions and numerous beyond all computation. These, with the thundering noise of the mountain, mingled with the dismal roar of the lava, the shocks of earthquake, the falling of stones, the enormous quantity of material ejected from the belching craters, producing a darkness as dense as a starless midnight, the plutonic energy of the mountain growing greater and greater every moment, combined to make up a scene of horrors. It was after five o'clock when we returned to Kingstown, cowed and impressed by the weirdness of the scene we had witnessed, and covered with the still thickly falling grey dust. . . . The awful scene was again renewed yesterday (Thursday, the 8th) and again to-day. At about 8 A.M. the volcano shot out an immense volume of material which was carried in a cloud over Georgetown and its neighbourhood, causing not only great alarm, but compelling the people by families to seek shelter in other districts.

The ashes from the volcano were carried by an upper current of air over a hundred miles and fell profusely over Barbados, where they caused much astonishment. A similar phenomenon was witnessed during the former great eruption in May, 1812, when the ashes were called by the Barbadians "May Dust." The earliest recorded eruption of the Soufrière was in 1715. For the relief of the

sufferers, in 1902 a Mansion House Fund was opened and £65,769 10*s.* 10*d.* collected, which was supplemented by contributions from the neighbouring colonies and other parts of the Empire.

The usual plan adopted by visitors who wish to see the crater is to leave Kingstown by the mail canoe which starts each day at 2 P.M. for Chateaubelair (22 miles), calling *en route* at the small leeward towns of Layou (8 miles) and Barrouallie (12 miles), the principal town of the first French planters, which suffered severely from the eruption of 1902, and arriving at 6 P.M., after giving the passengers an admirable view of the forest-clad hills of the island and the narrow valleys which run down to the sea. Previous to starting, however, the permission of the chief of police should be obtained for the use of the Government Rest Room at the police barracks in Chateaubelair, a former stronghold of the Caribs, where there is usually accommodation for two or three persons, for which a nominal charge is made. On arrival at Chateaubelair, a guide and boys to carry baggage should be secured, and arrangements made for a boat to row as far as the Wallibou River (25 miles), from which point the ascent is begun. Starting at sunrise on the following morning from the Rest Room, the crater can be reached within three hours. On the way, the ruined buildings of "Richmond" and "Wallibou" estates can be seen, and also the former site of Richmond village (24 miles), which was completely effaced and was the scene of the loss of many lives. On reaching the lower lip of the crater, one has a fine view of the devastated area and also of other parts of the island, besides the large crater lake. The return journey from Chateaubelair can be made by mail canoe, which leaves each morning at 6 A.M. and reaches Kingstown at 10 A.M. The cost of this excursion should not exceed £1. By those who do not care for a long day in an open boat at sea, the Soufrière can be approached by road on horseback; but four or five days must be allowed for the journey.

All round the southern end of the island, down the Palm Avenue, across Arno's Vale (1 mile), and through the little town of Calliaqua (4 miles), winds the great road to George-

town (22 miles) on the eastern or windward coast, by which the prosperous planters of the fertile Carib country used to communicate with Kingstown. By motor the expedition to Georgetown can now be made in a few hours. A riding-horse or carriage can cover the distance within the compass of a tropical day. After rounding the southern corner of the island the road passes the ruins of the old French sugar works on what was formerly Prince Polignac's estate, Argyle (9 miles), and all along the windward coast are seen the ruins of the once famous plantations, which owed their fertility to the outbreaks of the Soufrière in previous centuries, and as Georgetown is approached the luxuriant vegetation is to be seen already bursting through the thick mantle of grey dust ejected from the volcano in 1902. For the expedition by this route also, arrangements can be made by telephone.

The **Falls of Baleine,** an attractive cascade at the extreme north of the island near the foot of the Soufrière, can be reached by canoe in just over an hour from Chateaubelair.

An agreeable drive is that along the Leeward Road to the **Buccament Valley** (6 miles) and the **Mesopotamia Valley** (8 miles) along the windward coast.

St. Vincent has mineral springs at **Belair** and at **Marriaqua.** The former is two to three miles from Kingstown, and is easily reached by the public road which runs through the centre of the island. The latter is about nine miles distant in the valley of the same name. In the middle of the pass leading to the valley a sculptured stone of great antiquity is shown. The rude chisellings—believed to have been the work of the aboriginal Carib inhabitants—represent four heads with strange head-dresses. Below one is a trident-shaped symbol. There are also strangely sculptured stones at the Villa, Buccament Valley, Barrouallie, and Petit Bordel Estates.

Chapter VIII.

THE LEEWARD ISLANDS.

The Leeward Islands are a British Colony comprising the Presidencies of Antigua (with its dependencies Barbuda and Redonda), Montserrat, St. Kitts and Nevis (including Anguilla), Dominica and the Virgin Islands, which were federated by an Act of the Imperial Parliament in 1871 (34 and 35 Vict. cap. 107). Their total area is 704 square miles, or about that of the County of Surrey. The seat of Government is Antigua.

ANTIGUA.

Where Nelson refitted his ships in 1805.

Antigua—pronounced "Anteega"—which is situated in latitude 17° 6′ N. and longitude 61° 45′ W., about 40 miles east of Nevis, the same distance north of Guadeloupe, and 27 miles north-east of Montserrat, has an area of 108 square miles and a population of 28,864. The island, which is the seat of Government of the Leeward Islands, is oval in shape, and has three distinct characteristics. In the south and south-west it is volcanic and mountainous; in the north and north-east it is of coral formation, the soil being composed of calcareous marls and coarse sandstone, while the central part is flat and of clayey formation. Unfortunately for the planters, the island has properly speaking no rivers, but Bendal's Stream supplies a sufficiency of water for the sugar factory of the same name. The shores are lined with coral reefs, but the island has many natural harbours, the most notable of them being St. John's Harbour on the north-west, which is fully two miles long by three-quarters of a mile broad; the historic English

Harbour, formerly the port of call of the mail steamers at the south, with the still more capacious Falmouth Harbour next to it; Willoughby Bay at the south-east, and Parham Harbour on the north coast. St. John's, the capital (population about 8,000), stands on gently sloping ground at the head of the harbour of the same name. The island is divided into six parishes, St. John, St. Peter, St. Philip, St. Mary, St. Paul, and St. George. The islands of Barbuda, lying 25 miles to the north, and Redonda, between Montserrat and Nevis, and 25 miles to the south-west of the main island, are dependencies of Antigua.

INDUSTRIES. Sugar is the mainstay of Antigua. Sea Island cotton is also produced to some extent.

The principal exports in 1920 were as follows:

		Value.
Sugar, tons	13 088	£545,465
Molasses, galls.	604,000	22,567
Sea Island cotton, lbs.	35,142	9,313

The direction of trade in 1920 was:

	Imports.	Exports.
United Kingdom	£171,173	£470,955
British Colonies	213,127	136,237
Foreign Countries	170,442	64,982

FINANCES. The comparative table given below shows the revenue and expenditure and the imports and exports of the colony of Antigua for the last ten years.

Year.	Revenue.	Expenditure.	Imports.*	Exports.*
	£	£	£	£
1911–12	52,292	53,652	181,331	161,064
1912–13	53,489	53,193	168,274	164,968
1913–14	52,218	51,017	159,393	133,515
1914–15	53,517	54,849	165,226	162,388
1915–16	31,526	56,687	178,794	210,310
1916–17	63,929	56,100	192,107	366,894
1917–18	66,768	64,398	293,858	368,378
1918–19	63,528	66,188	298,140	244,911
1919–20	70158,	70,829	327,838	375,116
1920–21	106,893	93,093	554,742	672,174

* Calendar years 1911–20.

CLIMATE. Antigua is subject to severe droughts, and the average annual rainfall is as low as 46 inches. The soil is, however, very retentive and the crops thrive well, in spite of the small rainfall. It is recorded that in 1731 the scarcity of water was so great that a pailful of that precious liquid was sold for three shillings ! Bendal's Stream has been dammed in two places and much rain-water which used to run out to sea is thus conserved. The wells or springs in the central plain from St. John's to Willoughby Bay being brackish, the only water available in the locality is that which is collected in ponds and pools. Wells in the limestone region on the north-east of this central plain yield good water, and there are also a few wells lying to the west and south of the plain. In some parts of the island the people are dependent on water collected in ponds, and in times of drought they suffer considerable hardships. St. John's has now an excellent water-supply derived from a reservoir at the Body Ponds, and Wallings Reservoir, a large tank in the hills which was completed twenty-five years ago at a cost, with its pipe service, of over £40,000. It furnishes a valuable subsidiary supply for fifteen of the principal villages, which are supplied with water from it through pipes. In the winter months the climate is healthy, except in the neighbourhood of swamps and marshes. The birth-rate is 33.2 and the death-rate is 25.9 per 1000, but this figure cannot betaken as any criterion, for, as in so many West Indian colonies, infant mortality is, owing to neglect, very high.

HISTORY. Columbus discovered Antigua on his second voyage in 1493, and christened it after Sta Maria la Antigua, a church in Seville. It was visited by some Spaniards under Don Antonio Serrano in 1520, and in 1629 D'Esnambuc, the captain of a French privateer, made an abortive attempt to settle the island, but was driven away by want of water, and it was not colonised until 1632, when some English from St. Kitts under Edward, son of Sir Thomas Warner, established themselves there. During the Commonwealth it remained Royalist, and was included with Virginia, Barbados, and Bermuda in the Imperial Act of 1650, which prohibited trade with those dependencies on account of their rebellious attitude towards the Home Government. Lord Francis Willoughby, lessee of the patent left by Lord Carlisle to his son, visited the Leeward Islands from Barbados in 1650, and encouraged the inhabitants to resist the Commonwealth. He was compelled to relinquish the government of the islands in 1652, but he returned in 1663 after the Restoration, and governed until 1666, when he was lost at sea. In 1666 French troops, reinforced by Irish malcontents and Caribs, landed at Five Islands Bay and took possession of the island ; but in the following year it was ceded to England by the Treaty of Breda, and the Government was entrusted to Lord Francis Willoughby's brother, Lord William Willoughby of Parham. The subsequent history of Antigua has been, on the whole, uneventful. A few years after the cession of the island there were only five hundred black people in it, while a hundred years later the population included 37,808 slaves, 1,230 free people of colour, and 2,590 whites. In 1689

the inhabitants of Anguilla sought refuge in Antigua, which was defended from the incursions of the French and Indians by Sir Timothy Thornhill and a body of troops. The notorious Mr. Parke became Governor in 1706. Violent dissensions arose between him and the populace, but he refused to resign and was at length killed by a riotous mob on December 7th, 1710.* Antigua has been visited on several occasions by hurricanes of great severity—notably in 1681, 1740, 1792, 1849 and 1899.

CONSTITUTION. By an Act of 1871, one Executive and one Legislative Council, under one Governor, were constituted for the six (now five) Presidencies of the Leeward Islands. As reconstituted by the Federal Act No. 1 of 1899, the Legislative Council now consists of eight official and eight elective members. Three elective members are chosen by the elective members of the Island Council of Antigua, two by those of the Legislative Council of Dominica, and three by the unofficial members of the Legislative Council of St. Kitts and Nevis. They must be, and continue to be, members of their respective Island Councils. The official members are the Governor, the Colonial Secretary, the Attorney-General, the Auditor-General, the Administrators of St. Kitts-Nevis and Dominica, and the Commissioners of Montserrat and the Virgin Islands. The Legislative Council has concurrent legislative powers with the local legislatures on certain subjects specified in the Act, such as matters of property, mercantile and criminal law, the law relating to status, the maintenance of a general police force and a common convict establishment, quarantine, postal and telegraph affairs, currency, audit, weights and measures, education, and the care of lunatics, all matters relating to immigration, copyright and patents, and its own constitution and procedure. Any island Legislature is, in addition, competent to declare other matters to be within the competency of the general Legislature. Any island enactment on such subjects is void if repugnant to an enactment of the general Legislature, or may at any time be repealed or altered by one. The Council meets once a year, at a place notified by proclamation (usually at St. John's, Antigua), and no Council lasts more than three years. The session usually extends from one to three weeks.

The expenses of the federal establishment are voted by the Council, and apportioned among the Presidencies. The Council has power to alter its constitution by an ordinary Act, to be reserved for the King's pleasure, and the King has power at any time to include any other West Indian island in the federation, upon joint addresses from both Councils. On March 22nd, 1898, the Legislative Council of Antigua, which was previously partly elected and partly nominated by the Governor, passed an Act abrogating itself, and the Crown Colony system was substituted. The new Council consists of sixteen members, eight official and eight unofficial, all nominated by the Governor under Royal letters patent. The Governor presides.

* A chapter is devoted to the misdeeds and fate of Governor Parke in "West Indian Tales of Old." London: Duckworth and Co.

Governors of the Leeward Islands since 1904.

Sir Courtenay C. Knollys, K.C.M.G.	1904
Sir Bickham Sweet-Escott, K.C.M.G.	1906
Sir Henry Hesketh Bell, K.C.M.G.	1912
Sir Edward Merewether, K.C.M.G., K.C.V.O.	1916
Sir Eustace Fiennes, Bart.	1921

ACCOMMODATION. St. John's. The *Globe Hotel*, recently reopened under new management, is the only hotel in the island. It offers comfortable accommodation. Board and lodging 12*s.* 6*d.* per day. Special terms for permanent boarders.

COMMUNICATIONS. The island can be reached from England *via* Barbados; also from Canada and New York. (*See* Appendix I). The Government launch and private motor-launches carry passengers between steamer and the shore. Fare, 2*s.* single; 3*s.* return, which is paid in most cases by the steamship companies. Motor-cars can be hired from several garages. Fare, 1*s.* 3*d.* per mile. Carriages are obtainable at Robinson's, Langley's, Buckley's, or Doig's livery stables.

SPORTS. *Cricket, lawn-tennis, rifle shooting, golf,* and *croquet* are the chief amusements. There are links at Cassada Garden. There is a good lawn-tennis club in St. John's, with excellent courts and croquet lawns, which are the rendezvous of local society. The town can also boast an admirable amateur dramatic society, and *dances* are frequent. Good *boating* can be had in St. John's and Parham Harbours, while capital *bathing* can be indulged in near St. John's, and, indeed, all round the coast. Good sport for rod and gun can be obtained in Barbuda (*see* page 207) and deer, wild goats, rabbits, wild duck and pigeon are found in Long and Guana Islands.

CLUB. The New Club, near Government House, is noted for its hospitality, and the principal London papers and magazines can be seen at the Public Library, (established in 1830, and incorporated in 1839), which is situated in High Street, near the landing-place.

SIGHTS. The town of **St. John's,** at the head of the spacious though shallow harbour of the same name, used to be defended by Goat Hill Fort on the south, and on the north by Fort James; while Rat Island, which is connected with Antigua by a narrow isthmus jutting out into the harbour, was also fortified. **Goat Hill** is historically interesting as being the scene of one of the exploits of Prince Rupert, the third son of Elizabeth, daughter of James I, and of Frederick V, Elector Palatine of the Rhine. The Prince, who was described by Governor Searle, of Barbados, as a "grand pirate," in his West Indian adventures, arrived at Antigua with Sir Robert Holmes in 1652. Here they found two of the Parliament's ships in Deep Bay,

which is only divided from St. John's Harbour by a narrow strip of land ending in Goat Hill and Ship's Stern Point. Sir Robert Holmes landed at night with a party on the St. John's side and, scaling Goat Hill, took the Fort and trained the guns on to Deep Bay. In the morning Prince Rupert appeared at the entrance of the Bay, and they sank one ship in the harbour and took the other at Montserrat. It was at Goat Hill that the French landed when they reduced the island in 1666. The fortifications—Fort Barrington—were completed in 1779. The fort is now used as a signal station.

Fort James, erected on a piece of land given to Charles II by Colonel Vaughan and fortified in 1704–5, commands an extensive view. It is otherwise chiefly worthy of notice for its foundation-stone, which was laid with full masonic honours, a most unusual proceeding in the case of a purely military building. The inscription on the stone can still be traced, though it was nearly obliterated by some mischievous treasure-hunters, who hoped to find coin of the realm beneath it. The inscription runs :

THIS [FIRST STONE] WAS LAID BY
[I]SAAC MATHEW
THE RIGHT WORSHIPFULL
[THE] PROV[INCIAL] GRAND MASTER
WITH HIS [GRA]ND OFFICERS
AND
THE RIGHT W[OR]SHIPFULL THE MASTERS
AND
THE WARDENS [AND] BROTHERS
OF
THE THREE LODGES [OF F]REE AND ACCEPTED MASONS
OF ANTIGUA.
NOVEMBER 15TH, 1739.

The three Lodges referred to were the " Parham " Lodge, constituted January 31st, 1737, " Bakers " Lodge, March 14th, 1738, and the " Court House " Lodge, November 22nd, 1738. The last-named was afterwards called the " Great Lodge at St. John's in Antigua." The fort is now used as a quarantine station.

The buildings on **Rat Island,** which is connected with the mainland by a causeway, are now used as a signal station

and leper asylum. They were erected in 1741, on land purchased by the Government, as barracks for the infantry stationed in the island.

St. John's is lighted by electric light, and its streets are very clean. The houses are nearly all made of wood painted white. The rather commonplace monument on the wharf was erected by the people of Antigua to the memory of the late Bishop Westerby, who died in 1888, aged 75.

The **Post Office** is on the left-hand side of the High Street, near the wharf, and the office of the **Colonial Bank** is in Newgate Street at the end of Market Street.

The **Cotton Factory** is in Newgate Street. Antigua is one of the centres of the revived cotton industry in the West Indies, and a visit to the factory during crop time, which extends from January to April or May, when the Sea Island cotton is being ginned, is worth making. (*See* page 434).

The **Anglican Cathedral** stands on rising ground at the head of the town. It is a handsome stone fabric, with a façade terminating at either end in octagonal domed towers, and replaces an inferior building wrecked by the earthquake which took place immediately after morning service on Sunday, February 8th, 1843. The cathedral occupies the very spot where the militia were stationed in 1710, when the mob attacked Governor Daniel Parke, whose tyranny and arbitrary conduct made him detested in the island (*see* page 197). The corner-stone was laid in 1845. The cathedral was opened on October 10th, 1847, and completed in the following year, its total cost being £40,000. It is solidly built, and cruciform in shape, while its length is 130 feet and its breadth 50 feet. The interior, which is fitted with galleries, is lined with stout pitch pine as a precaution against damage by earthquakes.

The building contains very few monuments. Among them the principal is a large brass dedicated to the memory of Bishop Jackson, the third Bishop of the See (1860–1895).

The monuments in the old church were many, and the inscriptions upon them were exceedingly interesting, the oldest being a stone slab in the chancel to the memory of Mrs. Gilbert, the wife of the Mr. Gilbert who introduced

Methodism into Antigua, and who died in 1747. In the south aisle were monuments to Mrs. Elizabeth Ottley, a descendant of Sir Thomas Warner, who possessed "a graceful figure, an excellent understanding, and a sweetness of disposition that engaged the esteem of all who knew her"; a tablet to the memory of her son, Otto Baijer, a descendant of Bastien Baijer, who signed the capitulation in 1666; a pyramidal monument to the memory of George Atkinson, "the blooming prop" of the declining age of his parents; and in the north aisle a fine monument to the Rev. C. T. Bernard, a former curate of St. John's, a white marble cenotaph to the memory of the Hon. William Warner, a descendant of Sir Thomas, and an elaborate monument to Ralph, Lord Lavington, which were of exceptional interest. In the latter his lordship was represented in a sitting posture in court dress, with his plumed hat lying at his feet, and two female figures reclining on either side of a small sarcophagus, the one on the left representing Astrea, with her scales by her side, and the other the genius of the island mourning the loss of a favourite governor. On the base of the monument was a brief biographical inscription. Governor Lavington was buried on Carlisle's Estate, now the property of the Hon J. J. Camacho, where **Lavington's Tomb** can still be seen in the middle of a field of sugar-canes and beneath a very old sapodilla-tree. Some vandal stole the slab bearing the inscription, and for many years the tomb was in a very dilapidated state, but it has now been neatly bricked in. To the left of the north door of the Cathedral is the curious memorial of Eliza Musgrave, who was thrown out of her carriage and killed on February 12th, 1815. A representation of the event is sculptured in bas-relief on white marble.

In the churchyard, which is on a gentle slope, many notable inhabitants found their last resting-place, including Otto Baijer, Ashton Warner, Major-General George W. Ramsay, and Patrick Kirvan, the perpetrator of many amusing "bulls," whose gravestone was inscribed "By his discretion this tomb was erected." The churchyard is entered by iron gates, those at the south being flanked by pillars

on which are metal figures representing St. John the Baptist and his namesake the Evangelist. They were intended for Dominica, but the French vessel in which they were being conveyed to that island was captured by a British man-of-war, which brought them to Antigua, where they have since remained. They are now known to the blacks as Adam and Eve.

The roof of the cathedral is partly maintained at the expense of the Government, who use it to collect rain-water, which is stored in a large cistern. The cathedral possesses some interesting and valuable plate, notable among which are two massive silver candlesticks over two hundred years old. They were the gift of one Peter Lee in 1704, and bear the inscription : " Donum domini Petri Lee ad Templum Divi Johannis in Antigua."

Government House is an unpretentious building beyond the cathedral, not far from the hospitable **New Club.** Opposite to it is the **Prison,** which occupies a building erected in 1735 for the troops. It is one of the most commodious in the West Indies and is a model of cleanliness. The inmates comprise long-term prisoners from all the islands of the federation. The **St. John's Training School** for boys, which has replaced Skerret's Reformatory, does a good work, and deserves a visit. Many of the lads are now being apprenticed to various master-craftsmen in the town. The **Lunatic Asylum,** which stands to the east of the Training School, accommodates patients from all the various Presidencies. The gardens are noted for the ex-extraordinary luxuriance of the bougainvillea, and are worth a visit. The **Botanic Station** should also be visited.

The **Central Sugar Factory** at Gunthorpe's is about $3\frac{1}{2}$ miles from St. John's. **Wallings Reservoir** ($1\frac{1}{4}$ hours there and back) by motor-car, is the main source of the island's water-supply and was opened in 1901. **Fig Tree Hill** (3 hours by way of Wallings, Claremont, and St. Mary's) commands an extensive view of Guadeloupe, Montserrat, Nevis and St. Kitts on a fine day.

The drive to **English Harbour** (3 hours for the excursion) and the old Naval Dockyard, where Nelson refitted his ships during his memorable pursuit of Villeneuve to the

West Indies and back in 1805, is an expedition which every visitor staying more than one day in Antigua should make. The first part of the drive is not particularly interesting, but on reaching the volcanic district, which has to be traversed, it becomes much more attractive. The harbour which, like so many in the West Indies, is an extinct volcanic crater, is very tortuous, with a very small entrance protected by a narrow promontory running across it, and guarded in the old days by a chain boom. It is divided from **Falmouth Harbour,** which is next to it, by a narrow isthmus, and with very little trouble the two might be made one magnificent harbour, which could easily be defended by forts on the high hills surrounding it. On the summit of **Monks Hill** which overlooks Falmouth, stand the remains of Great George Fort, which covered ten acres and mounted, according to Luffman, " forty-eight pounders, said to be the identical guns taken out of the *Fourdriaunt** man-of-war, taken some years since in these seas." It was erected as a place of refuge for women and children in case of siege. The works were begun in 1689 and completed in 1705. The military cemetery, which like others in the West Indies is badly cared for, is of interest. The fort is now used as a signal station.

Ships now very rarely visit English Harbour ; and the dockyard, with its group of yellow two-storeyed barracks and stores with red roofs, though trim and tidy, is deserted. For many years even the mail steamers have forsaken the harbour for St. John's on the leeward side of the island. The two-storeyed building with an open gallery and double flight of steps was the Officers' Quarters. Alongside them are the seamen's barracks, where the sailors lived whilst their ships were being refitted, and during the hurricane season when they were kept fit by dancing, cudgelling and other amusements. Behind is the boat shed, and behind the officers' quarters the sail lofts and capstan house next to it with its huge capstans. Like the students' prisons at Heidelberg University, the walls of the barracks at English Harbour bear many inscriptions written by former inmates and visitors,

* Luffman no doubt meant the *Foudroyant*.

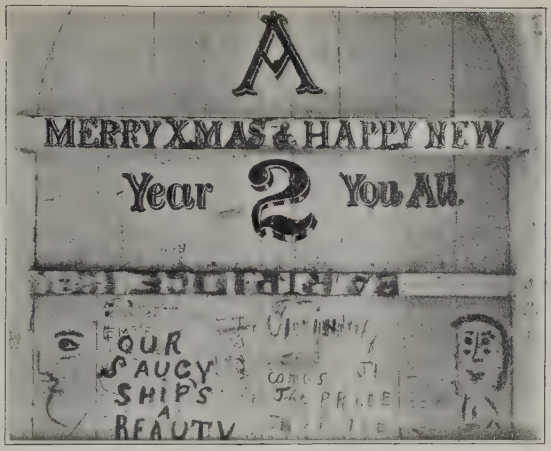
and among them is pointed out one painted by his Majesty King George V, when as Prince George of Wales he visited Antigua in H.M.S. *Canada*. It runs " A merry Xmas and happy New Year 2 You All."

The first part of this historic dockyard—that known as St. Helena—was built in 1726, and in 1746 the wharves and buildings were erected by Captain Del Garno. The dockyard, with the lands, outbuildings, tanks, cemetery, and also Clarence House were transferrred by the Admiralty to the Colonial Government in 1906. A large anchor in front of the barracks marks the spot where a tragedy occurred in 1798. Lord Camelford, then acting as commander of H.M. sloop *Favourite*, had a private quarrel with Lieutenant Peterson of H.M.S. *Perdrix*. Soon after, Lord Camelford gave Peterson an order which he refused to obey, and the consequence was that Lord Camelford shot him dead on this very spot. The following account of the episode is given in " Antigua and the Antiguans "* :

Lord Camelford commanded the *Favourite* sloop of war and Commodore Fahie the ship *Perdrix*, Mr. Peterson holding the rank of first lieutenant on board the last-named. Commodore Fahie had left Antigua a short time before, to take temporary command of the fleet, then anchored before St. Kitts,† and during his absence Lieutenant Peterson was, of course, left in command of the *Perdrix*. It was the custom, in those troubled days of warfare, for boats to row backwards and forwards across the harbour during the hours of night, the sailors of the different ships in the dock, headed by one of their officers, taking it by turns to keep this watch ; and the sleeper might often be roused from his dreams as the deep-toned " All's well " resounded through the still night air. Lord Camelford and Lieutenant Peterson were, unhappily, at variance ; and, perhaps to mortify his rival, Lord Camelford ordered Mr. Peterson to take the watch upon the very evening that a gay ball was to be given at Black's Point to the naval officers. Unfortunately Lieutenant Peterson entertained the idea that, as he was in command of the ship *Perdrix*, in the absence of Commodore Fahie, he was superior officer to Lord Camelford, who only commanded a sloop ; and, in consequence of this false impression, he positively refused to obey his lordship's orders. The disastrous evening approached, and the Lieutenant retired to his quarters above the capstan-house in order

* The affair is also described in " West Indian Tales of Old." London : Duckworth and Co.

† Of which island he was a native.



A ROYAL GREETING

Painted on a wall at English Harbour, Antigua, by Prince George, now King George V. (*See* page 204)

THE RODNEY MEMORIAL, SPANISH TOWN, JAMAICA

The guns flanking the statue were taken from the *Ville de Paris*

to dress for the festive party. Arming himself with a pair of loaded pistols, and telling his boat's crew to attend him, Lord Camelford quitted his retirement and stationed himself directly between the capstan-house and the guard-house (now called the Commissioner's house), and there waited the approach of Mr. Peterson, whom he had already summoned to attend him. Upon the unfortunate young officer making his appearance, accompanied by some of his friends, his lordship again commanded him to take charge of the watch for the evening—the command was again refused—when, taking one of his pistols from his bosom, Lord Camelford immediately fired, and the ball passing through the breast of the brave but inconsiderate lieutenant, he fell a corpse upon the ground, the deadly stream welling from the wound, and staining, as it flowed, the gay ball-dress which he wore. No sooner did the well-aimed weapon do its work than, drawing the other from its resting-place, his lordship turned to the second lieutenant of the *Perdrix*, and, pointing it at him, asked if he would obey his orders or meet the same punishment as Mr. Peterson. Life is sweet! The second in command saw his friend stretched at his feet, with the red blood gurgling round him, and, fearing the same fate, he obeyed Lord Camelford and took the watch. Lord Camelford was tried by court-martial but honourably acquitted, only to fall in a duel by the hands of Captain Best, a native of Barbados.

To the right of the entrance are the **Shirley heights,** once strongly fortified, and to the left of it **Middle Ground** on a peninsula and **Dow's Hill,** where the General officer commanding the troops resided. It was fortified in 1791, and the Governor's country residence was for many years there. To the east of Shirley heights is the **Ridge,** which was abandoned when the last regiment left in 1855. The walls of large buildings remain ; some are in good order, but the woodwork has rotted and been removed. The large Block House was built in 1787 by order of Governor Matthew, as recorded on a memorial stone. The only habitable buildings are the artillery barracks, which were last used as a convalescent lunatic asylum. An obelisk in the cemetery on the Ridge bears the names of officers, non-commissioned officers and men of the 54th Regiment, (now the 2nd Battalion Dorsetshire Regiment), who died in Antigua, St. Kitts, Dominica, and St. Lucia, March, 1848, to June, 1851.

The best point from which to obtain a comprehensive view of the harbour is near **Clarence House,** a building on a side of the hill opposite the dockyard, which was

erected in 1787 by English stone-masons for Prince William Henry, Duke of Clarence—afterwards William IV—when he was attached to the West Indies Station. The Prince arrived in Antigua at the end of 1786 in the *Pegasus* frigate, and we read that " his appearance put this little community into a ferment." Mr. John Burke, Solicitor-General, was so overcome with emotion that in presenting the address of the Legislature to His Royal Highness, " notwithstanding this gentleman has been for years hackneyed at the bar, and is a bold orator, yet, on this occasion, to the astonishment of every bystander, he was nearly bereft of the power of utterance." The Prince's chief attendant was Captain Nelson, of the *Boreas*. In descending from Clarence House to the harbour the manchineel trees should be treated with respect. The milky juice, which exudes from their leaves and stems when broken, burns whatever it touches, and any one who takes shelter under this " poison-tree," as it is called, during a shower of rain has good reason to remember it.

In the churchyard of **St. Paul's Church,** Falmouth, are the tombstones and vaults of, among others, the Hon. Charles Pitt, son of the Earl of Chatham, and Commander of H.M.S. *Hornet*, who died at English Harbour on November 13th, 1780, aged 20 ; Brigade-Major Vans Agnew, 1804 ; and Brigadier-General Andrew Dunlop, 1804, descended from the family of Wallace, who lies in a vault within iron rails. In the church itself is a marble tablet inscribed to the memory of " Lieutenant Chas. Montague Barrow, 1835, who commenced his military career at Waterloo and died at the Ridge."

At Indian Warner on the Government lands at **Piccadilly** in the hilly district between Willoughby Bay and English Harbour, there is a vault in which Colonel Thomas Warner and others of the Warner family were buried. It is situated near the ruins of the old Great House.

A variety of pleasant drives can be taken from St. John's, including those to (1) Parham, returning by way of Vernon's (1 hour) ; (2) by way of Weir's, St. George's Church, and Millar's (¾ hour) ; (3) to Gunthorpe's Central Sugar Factory, Weir's, St. George's and Millar's (¾ hour) ; (4) by the

ENGLISH HARBOUR, ANTIGUA

As it appeared in 1800. From a drawing by Mr. Pocock after a sketch by Captain Walter Tremenheere

English Harbour road to Belle Vue, and thence by way of Vernon's to St. John's (1 hour); (5) *via* Marble Hill, Weatherill's, Langford's, and Friar's Hill (¾ hour); (6) *via* Friar's Hill, Langford's, Thibou's, Judge's, and Cassada Garden, the estate of Major-General Poyntz, Governor from 1651 to 1663 (1 hour); and (7) to Devil's Bridge, on the extreme windward side of the island (3 hours). Visitors making a stay of any duration should not omit to visit the little island of Barbuda.

BARBUDA.

The old Codrington Game Preserve.

THE island of Barbuda, formerly called by the prettier name of Dulcina, lies about 25 miles due north of Antigua, of which it is a dependency, and has an area of 62 square miles. Being of coral formation it is very flat, its highest point being only 205 feet above sea-level. It is surrounded by reefs, and the strong currents which set in to the land prove a constant menace to sailing ships. The island has no streams, but there is a plentiful supply of water which is obtained from wells. Its population is 903.

INDUSTRIES. The staple industry of Barbuda is now the cultivation of Sea Island cotton, which is treated in a local ginnery. Indian and Guinea corn, beans, peas, cassava, potatoes, etc., are also raised by the negroes, who do, too, a considerable trade with Antigua in live turtle, turtle-shell, dried fish, brooms, baskets, etc. The Government have established a stock farm to encourage the breeding of horses, mules, donkeys and sheep for export, and have also planted coco-nuts on a large scale.

CLIMATE. The climate of Barbuda is equable and healthy. Being flat the island enjoys the full benefit of the sea breezes which sweep across it. There is very little sickness, and if only a hotel were built Barbuda would certainly be more resorted to by sportsmen than it is at present.

HISTORY. Barbuda was first settled by a party of colonists from St. Kitts under Sir Thomas Warner. The settlers were so harassed by the Caribs that they were compelled to desert the island, but when the strength of these savages had diminished they returned and were no longer molested. The island was granted to the Codrington family in the eighteenth century, and was used by them as a stock farm from which their estates in Antigua were

supplied with animals, and also as a shooting estate. In 1893 a company called "The Barbuda Island Company" was registered to acquire a lease of the island for fifty years from Mr. Robert Dougal who had obtained it from the Government. There was every prospect of success before it until 1898, when trouble arose through squatters invading the Company's property. This was the beginning of differences with the Government which culminated in the Governor of the Leeward Islands seizing Barbuda and all the Company's property. Legal proceedings followed, but without success from the company's point of view.

CONSTITUTION. Barbuda is a dependency of Antigua and is controlled by a staff comprising a manager, an assistant manager and an overseer. A magistrate visits the island two or three times during the year to settle any disputes which may arise among the members of the usually law-abiding community.

Managers since 1908.

Mr. George Sutherland	1908
Captain Geoffrey Downing, J.P. . . .	1920

ACCOMMODATION. There are no hotels or boarding-houses; but visitors could probably rent a temporarily unoccupied cottage in the village, with a couple of small rooms and a gallery or verandah.

COMMUNICATIONS. Small sailing sloops ply between Antigua and Barbuda, the average duration of the voyage being from five to six hours. This time may, however, be greatly exceeded if conditions are unfavourable, and in any case it is desirable to take plenty of provisions in case of emergency. Larger vessels can be hired from Messrs. Bennett, Bryson and Co. or Mr. W. Percival, at St. John's, Antigua. Small sailing boats can be hired from the villagers in Barbuda for fishing at moderate rates.

SPORTS. Barbuda was stocked with fallow deer by the Codrington family but the deer are not so numerous as they were, and are difficult to reach on account of the thick bush with which the island is covered. Guinea fowl, pigeon, and doves are fairly plentiful, and wild duck, white throat, blue wing, whistlers and divers are also to be had. Plover, curlew and snipe visit the island in August and September, and good sport can be obtained hunting the wild pig, whose progenitors were tame pigs which ran away and bred in the bush. These pigs are hunted in the bush and mangrove swamps with the aid of dogs and shot. An old boar at bay is dangerous since he will charge and can inflict severe wounds with his tusks. Unwary dogs are sometimes killed in an encounter. The *shooting* seasons for deer are from January 1st to March 31st, and from July 1st to September 30th, and the season for duck, pigeon, etc., from July 15th to February 1st. A licence to shoot deer and other game can be obtained from the manager for 20*s*., which entitles the holder to three buck and as much other game as he cares to shoot in season; or a separate licence to shoot game

other than deer can be obtained for 10*s*. The best pigeon shooting is obtainable from the middle of August to the end of September, the birds flighting in large numbers at that time. Excellent *fishing* is obtainable all round the coast. Tarpon is capricious being plentiful in some seasons, and in others not. The best time of year for it is between September and May. Shark, barracouta, snapper, parrot fish and grouper (the latter the best eating fish of all) are all to be found around the coast and among the reefs and give good sport. A method of catching fish, lobster, etc., peculiar to Barbuda, is practised in the lagoon near the village. It is called "setting bush." In the shallow water (about 4 feet deep) at the head of the lagoon, at spots where there are outcrops of rock from the sand of the bottom, small heaps of brushwood, about six feet in diameter and rising to the surface of the water, are loosely piled. These heaps attract the lobsters in considerable numbers and may be hauled up at the end of three weeks or a month. The *modus operandi* is as follows: Two or three men go off in a boat, which they anchor a few yards away from the bush to be hauled; they then go overboard and surround the bush with a seine net. Standing inside themselves they then proceed to pull the heap of bush to pieces and throw it in another heap just outside the net. When all the bush is removed the net is gradually hauled and brought to the boat and the catch taken on board. A catch of from six to ten dozen lobsters is about the average. These lobsters are all young "chicken lobsters" and are delicate eating. A few small fish are generally to be found in the bush and get caught along with the lobsters.

SIGHTS. Intending visitors to Barbuda must obtain a "permit to land" which can be obtained free of charge at the Colonial Secretary's Office at St. John's, Antigua. The island has only one village—Codrington village—which is about three miles from the River Anchorage on the east side of a large lagoon. It has about 900 inhabitants, the descendants of the slaves introduced by Colonel Codrington. Most of their huts are of a primitive type, being built of wattle and plaster with thatched roofs. Each hut is enclosed within its own little stockade, and the appearance of the village is therefore typically African. These conditions are, however, rapidly changing owing to the growing prosperity of the islanders, many of whom now emigrate to the United States of America and to Panama, and with the money made there return to their native island and build themselves substantial houses of stone and wood roofed with galvanised iron. The villagers are a fine upstanding body of people, the majority of the men being

over six feet in height. They are renowned as fearless sailors, great swimmers and keen fishermen, they make good hunters, and stock and axe-men, but are no good as mechanics, taking little or no interest in such work. The women are in the majority, as the men leave the island in search of work in Antigua or elsewhere. They only have squatter rights on the island, but this entails no hardship upon them as they are not called upon to pay any rates or taxes, and are allowed to enclose as much land as they care to take up.

Codrington Village has no shops but two bakers supply good bread two or three times a week. Fowls, turkeys and kerosene oil can be purchased locally; but groceries, etc., have to be obtained from Antigua.

It is chiefly with the object of enjoying the sport which it affords that visitors occasionally patronise Barbuda, but they are unlikely to leave its shores without inspecting the **Cotton Ginnery,** the **Anglican Church,** and the **Government Stock Farm.** There are also two old forts which command attention, one at the River Anchorage with a fine Martello tower, and the other at Spanish Point at the south-east extremity of the island.

REDONDA.

The Round Island.

Like Barbuda, Redonda, an isolated rock a mile long and a third of a mile broad, rising to a height of 1000 feet, twenty-five miles to the south-west of Antigua, of which it is a dependency.

It is valuable on account of its deposits of phosphate of alumina, which were discovered in 1865 and are now being worked by the Redonda Phosphate Company under licence subject to the payment of 6*d.* per ton royalty. The exports now amount to nearly 7000 tons annually. This "lonely rock," as Charles Kingsley described it in "At Last," is rarely if ever visited by tourists, to whom it has little to recommend it.

ST. CHRISTOPHER or ST. KITTS.

The Mother Colony of the British West Indies.

St. Christopher, better known as St. Kitts, which with Nevis and Anguilla, is a Presidency of the Leeward Islands, lies in latitude 17° 18′ N. and longitude 62° 48′ W., 45 miles to the west of Antigua. It is about 23 miles long, and has a total area of 68 square miles and a population of 22,415. The island is volcanic, and consequently very mountainous. The central part consists of a range of rugged mountains running south-east and north-west, culminating in Mount Misery, 3,711 feet high. These mountains, which are clothed with virgin forest bush and grass, run down to the coast. Their lower slopes, known as "Mountain Lands," used to be planted with sugar-cane; but they are now mostly used as pastures or are given out to the labourers who grow ground provisions on them. The main range at its south-east end breaks into a semicircle which encloses a fertile plain, at the south-west of which is Basseterre, the capital of the island, situated on the shore of an open roadstead. At the south-east corner there extends a narrow isthmus not more than a mile or a mile and a half wide, that expands into a knob of land on which there are salt ponds. A strait called the Narrows, scarcely two miles in width at this point, separates St. Kitts from Nevis. Between them is a tiny islet called Booby Island. On the lower levels the soil of St. Kitts is naturally rich and highly fertile. The island is well watered, and Richard Blome's description of it, written in 1672, still holds good: "The land lieth high and mountainous in the midſt from which ſpringeth ſeveral Rivers, which oft-times by reaſon of the Raines that falleth down the mountains, are overflown to the detriment of the inhabitants." During the heavy rains, "washes" sometimes occur which do much harm to cultivation.

INDUSTRIES. Sugar is the chief industry of St. Kitts. Though the old-fashioned muscovado variety is produced to perfection on numerous small but very well-kept estates all round the island, the bulk of the exports is now vacuum-pan sugar. A central Sugar Factory was opened near Basseterre on February 20th, 1912, by a company called the St. Kitts (Basseterre) Sugar Factory, Limited; and vacuum-pan sugar is also made on "Brighton" estate on the north coast of the island. Sea Island cotton is successfully grown on several plantations, and it has been found that it can be used with advantage as an alternate or "catch crop."

The principal exports in the year 1920 were as follows:

Sugar, tons	10,383
Molasses, puns	7,840
Cotton, lbs.	63,319

The direction of trade in 1920 was:

	Imports.	Exports.
United Kingdom	£157,233	£564,622
British Colonies	229,184	113,249
Foreign Countries	177,700	90,490

FINANCES. The following is a comparative table of the revenue and expenditure, and imports and exports, for ten years:

Year.	Revenue.	Expenditure.	Imports.*	Exports.*
	£	£	£	£
1911–12	58,002	53,508	306,666	190,747
1912–13	57,078	53,415	252,637	187,961
1913–14	53,880	55,061	197,539	203,626
1914–15	50,337	62,109	199,976	168,007
1915–16	45,324	56,675	167,364	152,589
1916–17	60,086	54,124	206,515	455,142
1917–18	60,221	61,331	296,594	372,515
1918–19	64,491	64,080	306,309	344,633
1919–20	80,007	73,501	364,090	425,450
1920–21	106,750	91,476	564,117	768,364

* Calendar years 1911–1920.

CLIMATE. For a tropical island the climate of St. Kitts is bracing and healthy. The temperature varies from 66° to 88° Fahr. The annual rainfall varies from 48 to 70 inches, according to locality. The birth-rate is about 37.97, and the death-rate 46.02 per 1000, this high figure being due to infantile mortality due to neglect.

HISTORY. St. Kitts was discovered by Columbus on his second voyage in 1493, and was called by him St. Christopher, because, it

is said, he saw in its configuration a resemblance to that Saint carrying our Saviour. The Caribs used to call it Liamuiga, or the Fertile Island. The island was also called Merwar's Hope, a name obviously compounded from the first syllables of the surnames of Ralph Merrifield, who arranged and fitted out the expedition to it, and of its coloniser, Thomas Warner.

Though Barbados was nominally taken possession of in 1605, a permanent settlement of that island was not effected until twenty-one years later, and therefore St. Kitts, which was settled by Mr. (afterwards Sir) Thomas Warner at the suggestion of Captain Thomas Painton, a seaman " as enthusiastic as he was experienced," in 1623, can claim the honour of being the mother colony of the British West Indies. Warner revisited England, and, on his return in 1625 with a number of settlers, he landed on the same day as D'Esnambuc, a privateering sailor from Dieppe, and in the face of a common foe, the Caribs, the English and the French colonists settled down side by side, the former in the middle of the island and the latter at either end. A fierce battle was fought with the Caribs, who though numerous were eventually decimated, the survivors being chased into the sea. The Spaniards resented the French and English establishing themselves so strongly, and in 1629, with a fleet of thirty-eight ships, they nearly annihilated the growing colonies. The French left for Antigua and the English were deported. A few of the sturdy French settlers remained, however, and, when the Spanish fleet left, D'Esnambuc re-established his colony. During the war between France and England, the French attacked their neighbours and conquered the whole island, in spite of the assistance rendered to the Governor by Colonel Morgan, the uncle and father-in-law of the redoubtable buccaneer Sir Henry Morgan, afterwards Lieutenant-Governor of Jamaica. The English part of the island was, however, restored to its former owners by the Peace of Breda in 1667. In 1689 the English were again expelled, but a year later the Barbadian baronet, Sir Timothy Thornhill, took the whole of the island, and it remained in England's possession for seven years, when the French had the portion which they formerly owned restored to them by the Treaty of Ryswick, in 1697. England again became sole mistress of the island in 1702, when the French capitulated to General Hamilton ; and a French invasion four years later having proved futile, the whole of St. Kitts was ceded to Great Britain by the Treaty of Utrecht in 1713. The French possessions in the island were publicly sold for the benefit of the English Government, and in 1733 £80,000 of the money realised was appropriated as a marriage portion for Princess Anne, who was betrothed to the Prince of Orange. In 1782 the French laid siege to St. Kitts and captured it, notwithstanding Sir Samuel Hood's meeting with De Grasse in the Basseterre Roads on January 25th, when the French admiral was completely outmanœuvred, an event described by Captain Mahan as one of the finest feats in the annals of naval warfare. Hood induced his opponent to leave his anchorage, and, cleverly tacking, brought his ships to anchor at the precise spot

which the French had just quitted, a manœuvre which was watched by a large number of onlookers from the slopes of Nevis. The island was, however, restored to England by the Treaty of Versailles in 1783, which followed Rodney's victory over De Grasse off Dominica on April 12th, 1782. St. Kitts has been British ever since, although it was raided by Villeneuve in 1805, just before the battle of Trafalgar.

CONSTITUTION. The Government of St. Kitts, Nevis and Anguilla is administered by an officer entitled the Administrator. There is one Executive Council for the Presidency, consisting of the Governor, the Administrator, the Colonial Secretary, the Attorney-General, the Auditor-General, and such other persons as his Majesty may from time to time appoint. The legislative body is styled the Legislative Council of St. Christopher and Nevis, and consists of six official and six nominated unofficial members, besides the Governor and the Administrator; of the unofficials not more than five may be appointed from among the people of St. Kitts and Anguilla and one at least is selected from those of Nevis. The Governor, or in his absence the Administrator, presides, and the President of the Council enjoys an original and also a casting vote. The Council meets in annual sessions at Basseterre in St. Kitts, and is convened at such times as the Governor or Administrator sees fit to appoint.

Administrators since 1895.

T. Risely Griffiths, C.M.G.	1895
Sir Charles T. Cox, K.C.M.G.	1899
Sir Robert Bromley, Bart.	1904
T. L. Roxburgh, C.M.G.	1906
Major J. A. Burdon, C.M.G.	1920

ACCOMMODATION. Basseterre. The *Seaside Hotel*, pleasantly situated on the beach near the Treasury and wharf. Board and lodging, 8*s*. 4*d*. per day for a stay of a week's duration; for a longer visit special arrangements can be made. *Mrs. Mondesire*, in Prince's Street, takes a limited number of boarders at 8*s*. per day inclusive.

COMMUNICATIONS. St. Kitts can be reached from England *via* Barbados; also from Canada and New York. (*See* Appendix I). The boat fare from steamer to the shore is 1*s*. per passenger. Motor-cars and carriages may be hired at the Livery Stables of Mr. William T. Seaton, near St. George's Church, in Basseterre. Tariff: four-seater, 1*s*. 3*d*. per mile, and larger cars, 1*s*. 6*d*. per mile; pair-horse Victoria to carry four persons, for the drive round the island, £2; to Brimstone Hill and back, £1 13*s*. 4*d*. Buggy to carry two persons: round the island, £1 2*s*. 6*d*.; Brimstone Hill and back, 15*s*. As the supply of motor-cars for hire is limited, visitors spending only a few hours in St. Kitts should make a reservation immediately after landing, otherwise they may be disappointed. They should also purchase the "Handbook of St. Kitts," containing the tariffs. The minimum charge for carriages is 8*s*. 4*d*.,

HOOD'S CAPTURE OF THE ANCHORAGE OF BASSETERRE FROM DE GRASSE

This stirring event, which took place on January 24, 1782. was watched by many spectators assembled on the mountain-side of Nevis

and for buggies 5*s*. Bicycles, for which the road round the island is well suited, can be obtained at a charge of 2*s*. per hour.

SPORTS. St. Kitts has a *cricket* and *lawn-tennis* club, to which visitors with a satisfactory introduction are welcome. It is possible to obtain a little *shooting* from July to November when migrating birds visit the islands. Barracouta, king-fish, cavally and grouper, afford good sport to *fishermen*. *Boating* can also be enjoyed.

CLUBS. The St. Kitts Club on the South side of Pall Mall Square is hospitable to visitors, and there is a Free Public Library near the Court-house on the East side at which the latest English papers and magazines are to be found. Visitors are also welcomed by the members of the Colonial Club in Liverpool Row.

SIGHTS. Basseterre (population about 9,000), which was completely destroyed by fire in 1867, was rebuilt in a greatly improved style. The houses are mostly of wood, but many are constructed of a greyish stone or of a rough-hewed stone covered with plaster, with the upper parts of wood. The streets, which are lighted at night by oil-lamps, are wide and clean. There is a serviceable telephone round the island. Blome in 1672 described Basseterre, which was then the French capital, as :

A *Town* of good bigneſs, whoſe *Houſes* are well *built*, of *Brick*, *Freeſtone*, and *Timber* : where the *Merchants* have their *Storehouſes*, and is well Inhabited by *Tradeſmen*, and are well ſerved with ſuch *Commodities*, both for the *Back*, and *Belly*, together with *Utenſils* for the *Houſes*, and *Plantations*, as they have occaſion of, in exchange for ſuch Commodities which are the product of the *Iſland*. Here is a fair, and large *Church*, as alſo a *publique-Hall*, for the adminiſtration of *Juſtice* ; Here is alſo a very fair *Hoſpital*. Here is alſo a ſtately *Caſtle*, being the Reſidence of the *Governor*, moſt pleſaſntly ſeated, at the foot of a high *Mountain*, not far from the *Sea*, having ſpacious *Courts*, delightful *Walks*, and *Gardens*, and enjoyeth a curious proſpect.

After landing at the pier one enters the town through an arch in the centre of the **Treasury Building** in which the Administrator's Office, the Custom House and Treasury, and the **Post Office** are located. The **Town Square** or **Circus** contains a memorial clock and fountain put up to the memory of the Hon. T. B. Berkeley, for many years a member of the Legislative Council of the colony, and a prominent citizen. The memorial which is surrounded by tall and graceful cabbage palms is inscribed :

THIS
DRINKING FOUNTAIN
Has been erected by the countrymen and private friends of the late the Honourable Thomas Berkeley Hardtman Berkeley, Companion of the Most distinguished order of Saint Michael and St. George, and President of the General Legislative Council of the Leeward Islands, in recognition of the many valuable services he rendered this his native land as a Planter, a Politician and a Citizen.
His sterling qualities, his love for this island and his deep interest in the welfare of the community at large, entitle him to a Memorial, by which his Memory will be preserved and perpetuated.
BORN, 14TH JANUARY
1824
DIED, 6TH NOVEMBER
1881.

The **Colonial Bank** is situated in the Circus and the **Royal Bank of Canada** in Fort Street, nearly opposite the **Post Office.** East of the Circus is **Pall Mall Square,** undoubtedly the prettiest feature of the town. It has a cool garden in its centre, and is laid out with tropical trees of great beauty and a fountain. On the east side of this square is the **Court House,** where the Legislature meets and justice is administered. Near by is a **Free Library,** in which there are several portraits and pictures of interest, including a signed engraving of the Right Hon. Joseph Chamberlain, which is justly prized, and a renovated picture of the meeting between Sir Samuel Hood and De Grasse in Basseterre Roads in 1782, to which reference is made above. The office of the **Cable Company** faces the sea about one hundred yards to the east of the Treasury Building.

Government House is a large, rambling building to the north of Basseterre. The Administrator usually resides at "Springfield," a charming house on rising ground, a mile to the north-west of the town. Not far from it, to the west of the town, is the **Cunningham Hospital,** so called after Mr. C. T. Cunningham, Lieut.-Governor in 1839. Attached to this well-conducted and clean institution is a maternity ward and school of instruction for midwives and mothers.

The Church of **St. George's** stands at the back of the town. It was rebuilt after the fire of 1867. The original church was erected by the French in 1670, and came into

Anglican possession in 1713 at the Peace of Utrecht. Though a strong stone building, it succumbed to the hurricane in 1843. A new church was started on a different site, and its foundations may be seen in the churchyard. It was not, however, completed, and the present church is a restoration of one built in 1856, that was destroyed by the fire of 1867 which laid Basseterre in ashes. On the west wall there are the remains of what have been two handsome monumental tablets, and several very old tombstones in the floor of the south transept date from the beginning of the eighteenth century. One or more Governors lie buried in the churchyard, but some years ago a flood of rain swept over the mountains and washed a great deal of sand into the town, and many tombstones were thus covered up.

The **Botanic Station,** to the west of Basseterre, and the Signalling Fort form a pleasant afternoon's drive along the Bay Road, which was constructed during the Governorship of Sir William Haynes-Smith. The Botanic Station was established in the latter part of 1899, on land which formed part of a sugar estate, La Guérite, purchased by the local Government.

Monkey Hill (1319 feet) is a small mountain a few miles from Basseterre. **Sir Timothy's Hill** repays a visit. It is interesting, as having been the scene of a spirited action between the English and French when Major-General Sir Timothy Thornhill, who had landed at Frigate Bay, captured the island in 1690.

An excursion to **Mount Misery** (3,711 feet), the dormant volcano which dominates St. Kitts, requires a day. The easiest ascent is from Belmont Estate, an hour's motor run from Basseterre, to the lowest part of the crater lip. Ponies should be sent on to wait at Belmont and the first part can then be ridden. After fifty minutes' ride up a good path, a height of about 1200 feet above sea-level is reached. Here the cultivation—sugar-cane on the lower slopes and labourers' vegetable plots above—ends, and the path enters the forest and becomes too rough for riding. Twenty-five minutes' walk takes the climber up another 300 feet to an ideal spot for breakfast. And then another

hour-and-a-half brings him to the lip of the crater at a height of 2,600 feet. The descent into the crater can be made without risk. At the **Weir,** a short distance from Basseterre, monkey shooting can be indulged in.

The expedition to **Dodan** (*Dos D'Ane*) **Pond,** on Verchild's Mountain, demands a whole day. It can be made from Wingfield or Lambert's on the south or from Molyneux on the east. The southern routes are the shorter, while the eastern route gives the most beautiful views, though the scenery on all is charming. Guides and ponies should be engaged beforehand to meet one at the starting point selected, which should be reached by car or carriage. Then the lower slopes—cane lands, provision grounds and pasture land—until the track enters the forest, can be ridden without fatigue. The heavy forest gradually dwarfs as the track rises till it gives place, a few hundred feet below the summit, to an open fern covered slope, the steepest part of the journey. Here there is both need and just excuse for many halts to admire the view, particularly when the crest is reached. Then down an easy slope clad with dwarfed trees, and the goal is reached. The crater of an old volcano, the lake is some three to four feet deep, with a floor of lava. An old superstition that the lake is bottomless, with a dangerous whirlpool, probably arises from the fact that the outlet on the west, carrying the overflow to Godwin's Gut, is hidden and leads to a waterfall which might be disastrous to the unwary.

The drive **Round the Island** is an expedition which every visitor to St. Kitts should make. The distance is 30 miles and the time required is from four to five hours. Crossing the plain of Basseterre to the north-east of the island, one passes the large **Central Sugar Factory** (1 mile), belonging to a company called the St. Kitts (Basseterre) Sugar Factory, Limited, which was opened in 1912. It is equipped with the most modern machinery and has about 19 miles of light railway for bringing the canes to the mill. The capacity of the factory is 15,000 tons of sugar, and during crop time the buildings present a busy aspect. Permission to view the factory can be readily obtained by visitors with suitable introductions. Five miles farther

are the **Brighton Sugar Works,** where vacuum-pan sugar is also made. The road from here onwards keeps quite near the coast. Several well-cultivated muscovado sugar estates are passed. At Molyneux an experiment with cocoa planting was made. Estridge estate buildings, about 1½ miles farther, afford a notable example of the substantial work done with the help of slave labour by the old settlers. Below Bellevue estate a halt should be made at **Black Rocks** (12 miles from Basseterre). These rocks consist of huge masses of lava standing out in the sea, against which the deep blue water dashes itself into white foam. The rocks extend along the coast for a distance of about half a mile. Continuing the drive past the village of **Dieppe** or **Deep Bay,** two fine sugar estates, Willetts (right) and Belmont (left), are passed, and to the left one obtains a fine view of the central mountain to the edge of the crater, with a stretch of well-cultivated sugar lands on its lower slopes. At a distance of about five miles across the channel on the right is the little Dutch crater island of St. Eustatius. Proceeding, the rugged mass of Brimstone Hill (779 feet) soon comes into sight, with its fortifications plainly visible, standing guard over the small town of Sandy Point (20 miles from Basseterre round the island). Sandy Point is now a town of small consequence, but St. Anne's Church deserves a visit, as it contains several interesting mural tablets to the memory of officers who died on Brimstone Hill. These and the tombstones on the hill itself remind the visitor what a scourge yellow fever was in the old days. The ruins of the dwellings of former merchants and of storehouses furnish evidence of the former prosperity of the town. The **Leper Asylum** is next reached. It occupies an old fort—one of the outworks of Brimstone Hill. The road skirts the foot of the hill quite close to the sea, and a smell of sulphur reminds one of the existence of a submerged crater near by.

Brimstone Hill (779 feet), a dismantled fortress ten miles from Basseterre, is deeply interesting. The hill is a mass of limestone overlying volcanic rock some 779 feet in height, which looks to the uninitiated as if it had been ejected *en bloc* from the craters of the central mountains of St. Kitts.

Records in the island show that it was bought by the Government for £500, and that the principal fortifications were built by slave labour, each estates' proprietor furnishing one out of every eighty slaves he possessed, for the purpose of their erection. Guns were first planted on the Hill by Sir Timothy Thornhill in 1690, and at a later date it was fortified with fifty pieces of cannon.

Though the massive fortifications were not completed until twelve years later, Brimstone Hill was considered one of the strongest posts in the West India islands when the memorable attack was made upon it in 1782. On January 11th of that year the Marquis de Bouillé, supported by De Grasse, landed 8000 men at St. Kitts. The garrison, under General Fraser, which did not exceed 600 men, at once retired to the hill, and was reinforced by Governor Thomas Shirley with 350 men of the Militia. In spite of Sir Samuel Hood's brilliant manœuvere on January 25th, when he attacked De Grasse and took the anchorage at Basseterre which that gallant admiral had just left, the hill was closely invested. The inhabitants of St. Kitts, who warmly sympathised with the revolted American colonists, showed "a real or tacit and understood neutrality from the first arrival of the enemy." The French disembarked powerful artillery, which was destined for an attack on Barbados, at Sandy Point, but the ship containing the heaviest and most effective part of it struck the rocks and sank. They were lucky enough, however, to find eight brass 24-pounders, 6000 balls of that calibre, two 13-in. brass mortars and 15,000 shells which had not been carried up to the works owing to carelessness on the part of the defenders, waiting for them at the foot of the hill. These proved "a most seasonable and necessary supply to them in the prosecution of the siege." The French had their headquarters at Sandy Point, but the defenders plied their heavy cannon and mortars with such effect that the town was soon destroyed. Batteries were multiplied on batteries all round the hill; by day and night they cannonaded and bombarded the garrison, and the fire of twenty-three pieces of heavy cannon and twenty-four large mortars was concentrated on a spot of ground not exceeding 200 yards in diameter. Small

BRIMSTONE HILL, ST. KITTS
St. Kitts' historic fortress as it appears to-day

THE GIBRALTAR OF THE WEST INDIES
From an old coloured print published in 1836

wonder that the garrison, who displayed the greatest fortitude and patience, and lost only one man through desertion, were compelled to capitulate, which they did on February 13th. They were accorded honours of war in the fullest sense, and every condition proposed, whether in favour of the garrison or the island of St. Kitts, was agreed to. The men of the 1st Battalion of the Royal Scots and the flank companies of the 15th Regiment now the East Riding, Yorkshire Regiment, were sent to England pending their exchange, and the Marquis de Bouillé with his wonted magnanimity absolved by a particular article, as "an avowed acknowledgment of their gallantry," Governor Shirley and Brigadier-General Fraser from the condition of being considered prisoners of war. Governor Shirley was allowed to return to Antigua, and General Fraser to continue in the service of his country.*

The gates bear the dates 1793–1794—an anxious time in English history. The fortress was abandoned at the time of the Crimean War, just over half a century ago. It is still possible to trace the ruins of the various buildings, and among the people of St. Kitts there are several who recollect partaking of the garrison's hospitality on this spot, now deserted and overgrown in many places with bush, in which fragrant-smelling myrrh is found in profusion. It is not advisable to leave the beaten paths, though a ramble to the reservoir is interesting. This reservoir, which is built of solid masonry, provided an abundance of water for the garrison for many months.

The local Government have of late devoted a small annual grant to the preservation of this fortress—the "Gibraltar of the West Indies," as it has been called. When much of the bush and undergrowth was cleared away, the ruins of many buildings, the existence of which had been forgotten, were brought to light. Among others were a hospital and barracks, which, it is said, had only just been completed when the hill was abandoned. A profitable lime-burning industry is carried on by the Govern-

* A full account of the gallant defence of Brimstone Hill is given in "West Indian Tales of Old." London: Duckworth and Co.

ment, under the charge of the Director of Public Works, at the foot of the hill.

The next place which deserves a visit is St. Thomas' Church, at **Middle Island** (3 miles farther), in the churchyard of which—under a roof to protect it from the elements—is the tomb of Sir Thomas Warner, the founder of the colony. This great coloniser died at St. Kitts on March 10th, 1648, universally respected. His tomb is inscribed :

An Epitaph vpon The ——
Noble & Mych Lamented Gent' Sir
Tho Warner K Lievtenant
General of ye Carribee
Ieland & Gover of y^e^
Ieland of St Christ
who departed this
life the 10 of
March 1648.

First Read, then weepe when thou art hereby taught,
That Warner lyes interr'd here, one that bought,
With losse of Noble bloud the Illustrious Name,
Of A Commander Greate in Acts of Fame.
Trayn'd from his youth in Armes, his Courage bold
Attempted braue Exploites, and Vncontrold
By fortunes fiercest frownes, hee still gaue forth
Large Narratiues of Military worth.
Written with his sword's poynt but what is man
midst of his glory and who can
this Life A moment since that hee
by Sea and Land so longe kept free
mortal strokes at length did yeeld
ace) to conquering Death the field.
fine Coronat.

St. Thomas is the parish church of Old Road.

NEVIS.

Nelson's Island.

THE island of Nevis (Nievis, or Mevis, as it used to be called in the old days) is separated from St. Kitts by a narrow strait only two miles wide, but from Basseterre, St. Kitts, to Charlestown, the capital of Nevis, the distance

is 13 miles. The area of Nevis, which is situated between latitudes 17° 05′ and 17° 13′ N. and longitudes 62° 31′ and 62° 37′ W. is 38 square miles, and the population 11,569. Like St. Kitts the island is volcanic, and the general characteristics of both the islands somewhat resemble one another, but Nevis is to a great extent covered with volcanic ashes from former eruptions, while St. Kitts is almost free from them. Nevis is practically one large mountain cone rising to a height of 3,596 feet.

INDUSTRIES. As in St. Kitts, sugar is the principal industry in Nevis, but of late years the exports of this commodity have been steadily declining in value. The cultivation of Sea Island cotton is, on the other hand, progressing. Yams, sweet potatoes, corn, etc., are also cultivated to a considerable extent. The trade statistics of the island are included in those of St. Kitts (*see* page 212).

CLIMATE. The climate of Nevis is very similar to that of St. Kitts, though the rainfall is less, the average for thirty years being only 53 inches. The thermometer ranges between 70° and 85° Fahr. during the greater part of the year. There are practically no streams in the island, and the water-supply is derived from a catchment area of about sixty acres in extent high up on the mountain, and stored in public reservoirs, which furnish Charlestown and some country districts with good water.

HISTORY. Nevis was discovered by Columbus in 1493, on his second voyage, and was so called by him owing to the cloud-capped summit of its peak, which reminded him of snow. The island was included in the grant to the Earl of Carlisle in 1627, and colonised by the English from St. Kitts in the following year. In 1629 the settlement was nearly destroyed by the Spaniards, and in 1706 it was ravaged by the French, who destroyed property to the value of half a million, and carried off between three and four thousand slaves. The island was taken by the French under the Marquis de Bouillé in 1782, but restored to Great Britain by the Treaty of Versailles in the following year.

CONSTITUTION. Nevis forms part of the Presidency of St. Christopher and Nevis, which also includes the island of Anguilla. These islands were united by a Federal Act of the Leeward Islands Legislature in 1882.

Magistrates since 1911.

Mr. Charles C. Greaves	1911
Hon. F. H. Watkins, I.S.O.	1920

ACCOMMODATION. Charlestown. The *Bath House Hotel* is recommended. Board and lodging 10*s.* per day, including use of the baths (*see* next page). Special terms can be quoted for families or for a lengthened stay out of season.

COMMUNICATIONS. Nevis can also be reached from St. Kitts by sloop. The boat fare from steamer to the shore is 1*s.* per passenger. Motor-cars and buggies can be hired. No fixed tariff is adhered to, but 1*s.* 6*d.* per mile is the usual fare for cars. For the drive round the island, a distance of 20 miles, £1 10*s.* is the usual fare ; but for shorter distances a special agreement has to be made beforehand. Riding horses can be obtained for about 1*s.* per hour.

SPORTS. Excellent *boating* is obtainable, and the rates for boat hire are low. Good *fishing* can also be had. There is not much *shooting*, but on occasions in the fall of the year flights of plover give fair sport, and in the high lands mountain doves, as well as blue and ramier pigeons, can be obtained.

SIGHTS. In **Charlestown,** the capital (pop. about 1,100), which lies on the shore of a wide-curving bay, the remains of the house in which was born on January 11th, 1757, Alexander Hamilton, the great American statesman who drafted the Constitution of the United States, are pointed out. The ancestral estate, about 1½ miles to the south-east of the town, is still called "Hamilton's." In **St. Paul's Church** there is a window to the memory of the Right Rev. Daniel Gateward Davis, the first Bishop of Antigua, who had been previously Rector of the parish. He was consecrated in 1842, when the diocese of Antigua was separated from that of Barbados, and he died in London in 1857. A tombstone marks the vault which is the last resting-place of John Huggins (1763–1821), the founder of the Bath House, to which reference is made below. It is inscribed :

> Here lies the body of John Huggins, Esquire, who died on the 6th day of December, 1821, aged 58 years. He began a career of usefulness as a merchant in this town. In private life he was a firm friend, an affectionate husband, and a sincere Christian. In public life he gave universal satisfaction as Clerk of the Assembly and Deputy Treasurer of this island. Not many years before his death he became proprietor of the hot springs over which, out of good will towards his fellow creatures, he erected convenient baths, and at a short distance a large and expensive stone edifice for the accommodation of invalids. This stone was put up by his widow.

The old **Bath House Hotel,** a conspicuous building a little more than quarter mile to the south-west of Charlestown, should certainly be inspected. It serves as a link with the past, when Nevis was the most popular island in the Carib-

bean for white people and a fashionable health resort. It is here that are situated the famous hot springs known as "The Bath," which have a temperature of 108° Fahr., and prove of undoubted efficacy in the treatment of gout, lumbago, sciatica, and kindred ills to which the flesh is heir.

The Bath House was erected late in the eighteenth century, by John Huggins, a merchant of Charlestown, whose remains lie in a vault in St. Paul's Church (*see above*), The actual date of its construction is not known, but on a stone the numbers 17—are still clearly decipherable, and the others might be 87 or 89. It is stated to have cost £40,000, and there is no reason to doubt this, for it is very solidly built of stone—so solidly, indeed, that it has withstood the earthquakes and hurricanes of over a century. The architect evidently sought to combine strength with coolness, for it has lofty vaulted roofs, stone corridors, and wide verandahs. The rooms too are exceedingly spacious and airy. For many years it was the fashionable health resort of the West Indies, but during the days of depression after the abolition of slavery it fell into disrepair and it was closed in 1870. Owing, however, to the enterprise of its present owners, Messrs. Gillespie Bros. and Co., of London and New York, it has reopened its doors and is again receiving the patronage of many visitors. The view from the verandahs over a wide expanse of sea, the town and the whole length of St. Kitts, with St. Eustatius beyond, is quite enchanting.

"The Bath" has also been restored and is now once more well patronised. Immediately above it a cooling lounge with open verandah is provided, which adds to the comfort of bathers. Mr. John C. Thresh, who recently analysed the water, reported that it closely resembled that from the Wildbad Thermal Springs of Würtemberg, which are extensively used for chronic rheumatism and gout; and he added that it contained no constituent which would render it deleterious for drinking purposes, and that he found it free from any signs of pollution. The analysis of the thermal water gave the results, expressed in parts per 100,000, shown overleaf:

Calcium carbonate	14.0
Magnesium carbonate	15.7
Sodium carbonate	5.65
Potassium sulphate	3.1
Sodium sulphate	3.55
Sodium chloride	13.55
Sodium nitrate	3.3
Silica with trace of sodium silicate	4.85
Total solid constituents dried at 180° C. = 63.0	63.7

The efficacy of the waters was recognised as far back as 1625 by "Robert Harcourt of Stanton Harcourt in the County of Oxford, Esquire," who in his "Relation of the Voyage to Guiana," published in Purchas' Voyages, says of "Meues" (Nevis):

In this Island there is an hot Bath, which as well for the reports that I have heard, as also for that I have seene and found by experience, I doe hold for one of the best and most sovereigne in the World. I have heard that divers of our Nation have there been cured of the Leprosie, and that one of the same persons now, or lately dwelt at Woolwich neere the River of Thames, by whom the truth may be knowne, if any man desire to be further satisfied therein. As for my own experience, although it was not much, yet the effects that I found it work both in my selfe, and other of my company in two dayes space, doe cause me to conceive the best of it. For at my coming thither, I was grievously vexed with an extreme cough, which I much feared would turne me to great harme, but bathing in the Bath, and drinking the water, I was speedily cured; and ever since that time I have found the state of my body (I give God thankes for it) farre exceeding what it was before, in strength and health.

Again, in 1672 Richard Blome wrote of the springs as being "much frequented for the curing of the several distempers of the Body of Man." The Rev. Mr. Smith, in his "Natural History of Nevis," 1745, tells how it cured a negro boy of leprosy. "Indeed all distempered People, both Whites and Blacks, find great benefit by it"; he adds that after bathing and exposure to the trade-wind, and after partaking of half-a-pint of Madeira wine, he "was almost as nimble as Mountebank's Tumbler." Grainger in 1764 stated that the waters possessed all the properties of the Hot-well at Bristol. It was round the visitors to the Bath House, early in the nineteenth century, that the plot of "The Gorgeous Isle" was woven by Gertrude

Atherton, who also deals at some length with Nevis in "The Conqueror."

At **Fig Tree Church** (2 miles from pier), the Register containing the entry of the certificate of Nelson's marriage to Mrs. Nisbet, a resident of Nevis, is preserved. The entry runs: "1787, March 11th, Horatio Nelson, Esquire, Captain of his Majesty's ship the *Boreas*, to Frances Herbert Nisbet, widow." This historic register was brought to London at the Colonial and Indian Exhibition in 1886, where it attracted much attention. At the time of her wedding the bride was in her twenty-third year, and her late husband, a doctor, had been dead for eighteen months. Prince William Henry, afterwards King William IV, gave the bride away. The church also contains a mural tablet bearing the following inscription:

"William Woolward, Esq., of this island, died February 18th, 1779. He married the daughter of Thomas Herbert, Esq., to whose joint memory this tablet is erected by their only daughter, Frances Herbert, who was first married to Josiah Nisbet, M.D., and since to Rear-Admiral Nelson who for his very distinguished services has been successively created a Knight of the Bath and a Peer of Great Britain by the title of Baron Nelson of the Nile."

The ruins of **Montpelier** ($2\frac{1}{2}$ miles from pier), where Nelson's wedding was conducted, are also pointed out. The few remaining walls and gate pillars of the house are on private land belonging to Mr. J. H. Sampson, who readily gave permission for the simple tablet to be erected which marks this historic spot. It bears the inscription:

ON THIS SITE STOOD
MONTPELIER HOUSE,
WHEREIN
ON THE 11TH DAY OF MARCH, 1787,
HORATIO NELSON,
OF IMMORTAL MEMORY,
THEN CAPTAIN OF H.M.S. BOREAS,
WAS MARRIED TO
FRANCES HERBERT NISBET.

The hero's memory is also perpetuated by **Nelson's Watering-place,** a creek about three miles to the north of Charlestown; according to a local tradition the future victor of Trafalgar could be seen with his spy-glass on

Saddle Hill Peak and **Battery** (2½ miles by carriage; ½ hour on foot) every day whilst he was in the island.

About a quarter of a mile from Charlestown on rising ground is the old **Queen's House,** which is now the local hospital.

The **Jew's Burial Ground** on the north of the Government road and to the south-west of "Ramsbury" estate, which has been cleared of bush by Mr. H. C. Huggins, has much historic interest.

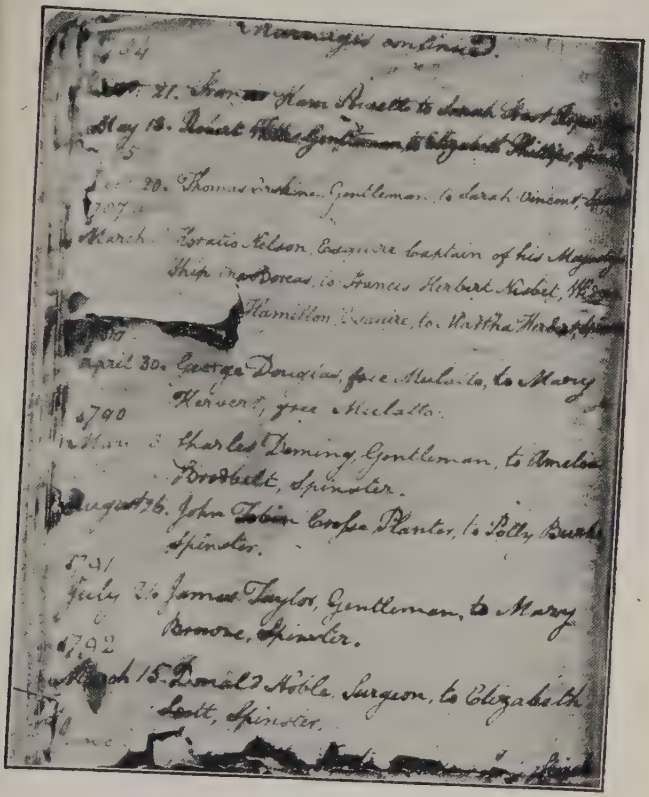
At **St. Thomas',** Lowland (about 3 miles from Charlestown), there is a curious old tombstone, rescued some years ago from an old Quaker burial ground at Pollard's, by the late Hon. P. T. Huggins, on which is inscribed the following epitaph upon Captain Jacob Lake, who succeeded Sir Thomas Warner as Governor of Nevis:

HERE LYES THE MIROUR OF EACH MARTIALL MIND
RELIGION WHO CONFIRMED AND REFIND
IN ALL HIS ACTIONS WHO WAS FORTUNATE
AN ATLAS TO SUPPORT THE WEIGHT OF STATE
THIS ILANDS SAFGARD AND HER FOES DECREASE
THE FLOWER OF ARMES AND THE TOWER OF PEACE
NOW NEVIS MOURNE READING THIS EPITAPH
HERE JACOB RESTETH AND HERE LYES YOUR STAFFE.
HERE LYETH THE BODY OF CAPTAINE
JACOB LAKE ESQUIER LATE GOVERNOUR OF THIS ILAND NEVIS
WHO DEPARTED THIS LIFE IN OCTOBER 1649.

By the side of this tombstone is another to the memory of Governor Lake's daughter.

A drive **Round the Island** is to be recommended. The distance is 20 miles, and the road is excellent. The views *en route* are extremely attractive. To Newcastle at the extreme north of the island the distance is 7⅛ miles.

The ascent of **Mount Nevis,** or Nevis Peak (3,596 feet), though unattended with difficulty, should be undertaken by the able-bodied only. The view depends largely upon atmospheric conditions, there being frequently a cloud capping the summit. When the weather is favourable, Barbuda, Redonda, St. Kitts, St. Eustatius, and Saba can be distinctly seen. Time should be considered as being of no object, and refreshments should be taken to beguile the tedium of the journey!



Marriages continued.

[illegible] 21. [illegible] Ham Rosette to Sarah [illegible]

May 13. Robert [illegible] Gentleman to Elizabeth [illegible]

[illegible] 20. Thomas Erskine Gentleman, to Sarah Vincent, [illegible]

March [illegible] Horatio Nelson, Esquire Captain of his Majesty's Ship [illegible] Boreas, to Frances Herbert Nisbet, [illegible]

[illegible] Hamilton Esquire, to Martha [illegible]

April 30. George Douglas, free Mulatto, to Mary Herbert, free Mulatto.

1790

[illegible] 3 Charles Deming, Gentleman, to Amelia Brodbelt, Spinster.

August 26. John Tobin Crosse Planter, to Polly Burke Spinster.

1791

July 21. James Taylor, Gentleman, to Mary Browne, Spinster.

1792

March 15. Donald Noble Surgeon, to Elizabeth Scott, Spinster.

THE RECORD OF NELSON'S MARRIAGE

This page from the register of Fig Tree Church, Nevis, records Nelson's marriage to Frances Herbert Nisbet

ANGUILLA.

The snakeless Snake Island.

ANGUILLA, the most northerly of the Leeward Islands, about sixty miles north-west of St. Kitts, has an area of thirty-five square miles. It has as dependencies the 'Dogs" and neighbouring islets, and a population of 4,230. Geologically it consists of coral lying on trap rock and covered at irregular intervals by a mixture of red or yellow clay with coralline débris. Over about one-third of its area the coral is seen jutting out in boulders of various sizes, or stretching in belts from one side of the island to the other, and over another third there is but a thin layer of soil, which is not sufficiently deep for agricultural purposes. The remaining third is very fertile.

INDUSTRIES. Cotton is now being successfully cultivated in the island, the chief industries of which were until recently the raising of live-stock and the production of salt and garden stock.

CLIMATE. Anguilla, which has a population of 4,230, is very healthy.

HISTORY. The island, which derives its name from its resemblance to a snake, or possibly from its having been supposed to be infested with snakes, was discovered by Columbus on his second voyage in 1493. It was colonised by the English in 1650. In 1689 the settlers, having been maltreated by the Irish and French, were transferred to Antigua.

MONTSERRAT.

The Emerald Island of the West.

MONTSERRAT, which lies in latitude 16° 45′ N. and longitude 61° W., 27 miles to the south-west of Antigua and 33 to 35 miles from Nevis, has an area of about 32½ square miles, and a population of 12,120. It is entirely volcanic, and has three groups of mountains, the highest elevation being the Soufrière (3002 feet) in the southern part of the island. The hills rise in steady slopes from the sea, and are cultivated to a height of 1500 feet. The cultivated land is mainly on the western and south-eastern sides. A natural forest clothes the summits of the two main ranges, and as a consequence streams are plentiful; but the northern hills being almost denuded of trees, the land in

that part of the island is for the most part dry and unprofitable. Plymouth, the chief town (population 1534), stands on the south-west coast, and has an open roadstead; behind it is St. George's Hill, standing out by itself. A peculiarity about the island is that its inhabitants speak with a distinct Irish brogue, which is traceable to the fact that in the seventeenth century the island was almost entirely peopled by Irish.

INDUSTRIES. Sugar is still produced in Montserrat, but only to a small extent, and it no longer ranks as the principal industry. The cultivation of Sea Island cotton has now taken its place and many acres are devoted to this crop. The cultivation of limes, originally begun by Mr. Burke in 1852, has since been carried on by the well-known Birmingham family of Sturge, and though the plantations were devastated by a hurricane on August 7th, 1899, they were with characteristic energy replanted, and the exports of limes and lime products have regained their former dimensions. Papain, the dried juice of the papaw, which is well known for its remarkable digestive qualities, is also being exported in considerable quantities. The principal exports in the year 1920 (which went mainly to the United Kingdom) were as follows:

Sea Island cotton, lbs.	554,975
Lime-juice, galls.	81,337
,, ,, Concentrated, galls. . .	450
Sugar, tons	135

FINANCES. The following is a comparative table showing the revenue and expenditure, and the imports and exports, of Montserrat for the ten years 1911–20:

Year.	Revenue.	Expenditure.	Imports.*	Exports.*
	£	£	£	£
1911–12	12,945	10,030	44,795	55,930
1912–13	11,932	10,556	40,526	42,053
1913–14	12,881	11,579	36,762	37,409
1914–15	11,674	13,403	37,903	37,336
1915–16	10,732	11,979	33,686	43,141
1916–17	13,432	12,985	47,123	71,248
1917–18	12,805	12,614	57,632	63,932
1918–19	17,671	12,893	70,829	87,012
1919–20	19,336	16,014	59,145	102,058
1920–21	19,622	21,743	111,643	207,092

* Calendar years 1911-20.

CLIMATE. The climate of Montserrat is comparatively cool and very healthy, there being no indigenous malaria in the island, owing, probably, to the fact that it is so well drained. Though the southern part is rather dry as the result of deforestation, the north has an abundance of water. The mean annual temperature is 78° Fahr., the rainfall from 40 to 80 inches. The birth-rate is about 25 and the death-rate only 16 per 1000.

HISTORY. Montserrat was discovered by Columbus in 1493, on his second voyage, and named by him after a mountain near Barcelona in Spain. It was first colonised by the English under Sir Thomas Warner in 1632, but was captured from them by the French in 1664. In 1668 it was restored to England, in whose possession it remained until 1782, when it capitulated to the French. It was again ceded to England in 1784, and since that date it has remained a British colony.

CONSTITUTION. Montserrat, which is one of the Presidences of the British Leeward Islands colony, has an Executive and a Legislative Council over which the Commissioner presides in the absence of the Governor. The King may appoint to the Council such persons, not exceeding four in all, as he may think fit, every member holding office during his Majesty's pleasure.

Commissioners since 1899.

Edward Baynes	1899
F. H. Watkins, I.S.O.	1900
Lt.-Col. W. B. Davidson-Houston, C.M.G.	1906
C. F. Condell	1918
Major H. W. Peebles, D.S.O.	1922

ACCOMMODATION. Plymouth. Good accommodation can be obtained at *Coco-nut Hill House*, on a hill five minutes' walk from the landing-place. Board and lodging, 10*s.* 6*d.* ($2.50) per day. Mr. Dudley Johnson, the proprietor, pays great attention to the comfort of his guests.

COMMUNICATIONS. Montserrat can be reached from England *via* Barbados; also from America. The boat fare from steamer to the shore is 1*s.* per passenger. Weekly communication is maintained with Antigua and St. Kitts by a Government contract sloop. There are good driving roads through the island, but no livery stables; carriages and ponies can, however, always be hired, and two motor-cars are also available.

SPORTS. There is a *lawn-tennis* club and also a good *cricket* club, to both of which visitors are admitted. There are, too, a few private lawn-tennis courts.

SIGHTS. Plymouth, the capital (population 1534) has few attractions for visitors. The churches, schools, and rectories in Montserrat all suffered very severely from the hurricane of 1899. Of the large school chapel of **St. Mary's,**

situated in the town, only the chancel escaped destruction. The chapel was built in 1838 as a thank-offering for the emancipation of the slaves, and it was enlarged in 1885.

In **St. Anthony's Church,** just outside the town, are tablets to the memory of the Laffoon family, 1772, and the Hon. Alex. Gordon, President of the island, who died on June 16th, 1790. The original church was rebuilt in 1730, enlarged in 1893, and restored in 1900, after being destroyed by the hurricane in the preceding year. The silver chalices which form part of the communion plate bear an inscription to the effect that they were presented by the freed slaves as a thank-offering. They are inscribed :

"This Chalice was presented by the Free Labourers of this Island as a thank-offering to God for the Blessing of Freedom vouchsafed them on the 1st August, 1828."

In the south part of the island there is a school chapel built in 1891 and dedicated to **St. Patrick.**

Government House (5 minutes' walk from Plymouth) is an imposing-looking building of three stories surrounded by wide verandahs on the cliffs facing the sea. It stands on the site of a former Government House erected in 1750, and is surrounded by very beautiful grounds.

Gage's Soufrière ($\frac{1}{2}$ hour's ride) and **South Soufrière** ($1\frac{1}{2}$ hour's ride) should both be seen. Gage's Soufrière, on land belonging to the Hon. W. Wilkin who is glad to permit visitors to inspect it, is easily accessible. It would be an ideal spot for the erection of a bathing establishment, as there are hot and cold springs near it, the former being impregnated with mineral matter, chiefly calcium chloride. **South Soufrière** is beautifully situated on the south side of Chances Mountain, which rises to a height of 3002 feet in the southern group. It has several boiling springs and vents which emit steam and sulphurous vapours. Around it there are deposits of gypsum and sulphur.

A drive to **Harris Village** (about 4 miles from Plymouth) in the hills near the centre of the island is worth taking for the sake of the beautiful tropical scenery.

The island was once strongly fortified, and the ruins of many forts and batteries, including **Fort Barrington** and

Fort St. George, can be visited. From the position of these defences, which protected the various roads and passes, it is evident that the fortifications were very carefully planned. Fort St. George is on the summit of St. George's Hill (1200 feet), a ride of about twenty minutes from Plymouth. It commands a fine view of the town and surrounding country. Fort Barrington is an easy walk of about twenty minutes from Plymouth.

Visits may also be made to cotton, lime, and cocoa plantations. Few islands offer greater facilities for growing citrus fruits, spices, vanilla, and tropical produce generally.

For those in search of quiet Montserrat affords a delightful haven of rest, and when the island becomes better known it will certainly be more appreciated.

DOMINICA.

" Animis opibusque parati."
The Island's Motto.

DOMINICA, which is the largest of the Leeward Islands, and the third in size of the British West Indian Islands, is 29 miles long by 16 miles broad, and has a total area of 291 square miles, and a population of 37,059. It lies between latitudes 15° 10′ and 15° 40′ N. and longitudes 61° 14′ and 61° 30′ W., 85 miles south-east of Montserrat and half-way between the French islands of Guadeloupe and Martinique, from each of which it is distant about 30 miles. The island is of volcanic formation and very mountainous, having a range of lofty hills running north and south, with spurs branching off to the sea. Its mountains tower above those of all the other Antilles, and Morne Diablotin (over 5000 feet) is the culminating peak of the Caribbean Andes. Dominica is well watered, and is said to have 365 rivers, or one for every day in the year, though new-comers are generally told that one or two more have just been discovered! The rivers, which teem with fish, rise in the higher lands, and often form grand waterfalls in the course of their journey to the sea. The principal of them are the Layou and Pagoua, which nearly intersect the range of

mountains in the middle of the island. At this part, the range resolves itself into undulating country of some 20,000 acres in extent, varying from 200 to 1500 feet in height, called the Layou Flats. This district, which is very fertile and admirably adapted for the cultivation of cocoa, coffee, limes, rubber, spices, oranges, and almost every kind of tropical produce, has undergone rapid development since it was rendered accessible by the Imperial Road, which is eighteen miles in length and extends to Bassinville. Roseau, the capital, on the leeward side of the island, has only an open roadstead, but Prince Rupert's Bay on the west coast, near the north of the island, is a very fine natural harbour which would make a splendid coaling station if it were properly developed. It is protected by two hills—the Cabrits—at the end of a promontory on the north, which was once strongly fortified. William Gifford Palgrave, the great writer and traveller, considered that the natural beauty of Dominica surpassed that of any island in the eastern or western tropics. "In the wild grandeur of its towering mountains," he wrote, "some of which rise to 5000 feet above the level of the sea; in the majesty of its almost impenetrable forests; in the gorgeousness of its vegetation; the abruptness of its precipices, the calm of its lakes, the violence of its torrents, the sublimity of its waterfalls, it stands without a rival, not in the West Indies only, but, I should think, throughout the whole island catalogue of the Atlantic and Pacific combined."

INDUSTRIES. The early French settlers pinned their faith on coffee, and by the end of the eighteenth century the exports of this commodity were valued at no less than £6,000,000. Then the plantations were attacked by blight and, in the place of coffee, sugar was cultivated on the lower lands and about 6000 hogsheads were exported annually. Sugar has, however, for various reasons, long since ceased to be an important article of export from Dominica, and in many seasons only just enough is now manufactured in the island to satisfy local requirements. When the price of sugar fell to a point which made it no longer a remunerative crop, the planters, under the lead of Dr. John Imray, had the foresight to turn their attention to other industries, with the result that the products of the lime-tree (*citrus acida* var. *medica*)—under which are included fresh and pickled limes, raw and concentrated lime juice, citrate of

lime, essential oil, and otto of limes—cocoa, and oranges are now the principal articles exported. As a lime-producing island Dominica is now far ahead of Montserrat, which received rather a severe setback from a hurricane in 1899. The island has a great variety of timber, the virgin forests containing lofty trees of fine woods for cabinet and building purposes, and sulphur must also be included among its products. Para rubber (*Hevea brasiliensis*) is grown on several estates, and the quality produced has been favourably reported upon, but at low prices it cannot compete with the produce of the East.

The principal exports in the year 1920 were as follows:

		Value.
Lime products:		
Equiv. in barrels of fruit	368,841	£185,410
Cocoa, cwt.	5,284	21,356
Coconuts	706,979	7,364

The direction of the trade of the Presidency in the same year was:

	Imports.	Exports.
United Kingdom	£84,171	£116,965
British Colonies	115,195	19,480
Foreign Countries	86,802	95,195

FINANCES. The following is a comparative table of the revenue and expenditure, and imports and exports, of the Presidency for the ten years 1911–20.

Year.	Revenue.	Expenditure.	Imports.*	Exports.*
	£	£	£	£
1911–12	44,054	38,792	164,695	124,678
1912–13	45,300	40,304	159,529	152,458
1913–14	48,143	47,572	175,590	190,701
1914–15	48,896	53,486	205,773	213,375
1915–16	50,636	56,995	206,373	235,927
1916–17	48,199	55,923	208,197	212,301
1917–18	46,106	54,040	232,833	223,178
1918–19	47,259	52,678	205,216	209,305
1919–20	56,097	52,095	203,360	256,789
1920–21	59,219	58,567	286,168	231,640

* Calendar years 1911–1920.

CLIMATE. The climate of Dominica, which is always healthy, is at its best from the end of October until the beginning of June. The temperature on the sea-board varies from 70° Fahr. to 90° Fahr., but in the hills it frequently falls as low as 60° Fahr. The rainfall varies considerably, being about 80 inches in some parts and over 250 inches in others. During the winter months there is an almost

constant sea-breeze blowing, and the nights are always cool. For over fifty years there has been no case of yellow fever in the island. The birth-rate is 24 and the death-rate only 22 per 1000. The climate is specially suited to people with a tendency to pulmonary complaints. Dr. H. A. Alford Nicholls has certified that for very many years no cases of typhus, enteric, or scarlet fever have occurred, and that white residents enjoy remarkable longevity.

HISTORY. Dominica derives its name from the fact that it was discovered by Columbus on a Sunday—the actual day being Sunday, November 3rd, 1493. The island was included in a grant with several others to the Earl of Carlisle ; but every attempt to subdue the original Carib inhabitants having failed, it was agreed by the Treaty of Aix-la-Chapelle, in 1748, that Dominica, St. Vincent, St. Lucia, and Tobago should be considered neutral, and that the Caribs should be left in undisturbed possession of them. In spite of this arrangement, the French, attracted by its great fertility, settled in the island and established plantations, but Dominica was wrested from them by the English in 1759, and assigned to Great Britain by the Peace of Paris in 1763. The lands were surveyed and sold by Commissioners in London in lots for £312,092. In 1778 the island was invaded by a French force under the Marquis de Bouillé, from Martinique, and the garrison capitulated on September 7th, after a stubborn resistance. The French troops marched into Roseau, as we read, " in most regular and solemn order, the drums beating a slow march, and the French soldiers, with small boughs and flowers in their hats by way of laurels, with assumed fierce countenances as they came by our small force, seemed to threaten it with instant dissolution." Matters became critical for the English, and island after island fell into the hands of the French ; but Rodney saved the situation by inflicting a severe defeat on the French fleet under De Grasse in the memorable sea fight between Dominica and Guadeloupe on April 12th, 1782, described on page 243, and Dominica, with all the other islands except Tobago, was restored to Great Britain by the Treaty of Versailles in the following year. The inhabitants were greatly elated at the restoration of British rule, and were so eager to assist in hoisting the Union flag of England on the flagstaff, that they nearly pulled the halliards to pieces and broke down the flagstaff by the force of their numbers. The French republican, Victor Hugues, invaded the island with a force from Guadeloupe in 1795, but he was beaten off, and the only other attempt to seize it was in 1805, when 4000 French soldiers under General La Grange landed, and, covered by an overwhelming fire from the ships, captured Roseau. The British Governor, Brigadier-General Prevost, effected a retreat to the fort at Prince Rupert's Bay at the north. But the task of reducing the colony proved too much for the invaders, who after burning Roseau—accidentally, it is stated—and exacting a payment of £12,000 from the inhabitants, withdrew after five days, having vainly summoned the Governor to surrender, and sailed to Guadeloupe. The House of Assembly voted General Prevost 1000 guineas for the purchase

of a sword and a service of plate; the Patriotic Fund voted him £100 for a sword, and £200 for a piece of plate, and he was also presented by The West India Committee with a piece of plate of the value of three hundred guineas in recognition of the "distinguished gallantry and high military talents which he displayed on this occasion." On his return to England he was created a baronet. The centenary of this period, which is still spoken of locally as "La Grange," was celebrated in Dominica in 1905, when an exchange of courtesies by cable took place between the officers of the Duke of Cornwall's Light Infantry, which formed part of the defending force (the rest consisting of the Royal Artillery, the 1st West India Regiment, and the Colonial Militia), and the Administrator of the colony. A regimental dinner was held in honour of the occasion, at which plate presented to the regiment by the grateful colonists was used.

CONSTITUTION. The local government in Dominica, which was incorporated with the Leeward Islands in 1833, is conducted by an Administrator, assisted by an Executive Council of ten members. In July, 1898, the Legislative Assembly, which was previously partly elected and partly nominated, passed an Act abrogating itself, and substituting the Crown Colony system. The Council now consists of twelve members, six official and six unofficial, all nominated by the Government under Royal letters patent. The Administrator presides in the absence from the Presidency of the Governor of the Leeward Islands.

Administrators since 1899.

Sir H. Hesketh Bell, K.C.M.G.	1899
Sir W. Douglas Young, K.C.M.G.	1906
Edward Drayton, C.M.G.	1913
Arthur Mahaffy, O.B.E.	1915
R. Walter, C.M.G.	1920

ACCOMMODATION. Roseau. Good accommodation can be had at the boarding-houses of Miss Shew (Board and lodging, 10*s.* 5*d.* to 12*s.* 6*d.* per day; £8 6*s.* 8*d.* per month) and Mr. Jolly (Board and lodging, 12*s.* 6*d.* per day; £2 2*s.* 6*d.* per week). At the *Hotel de Paz* (Ferreira Co.) the terms for board and lodging are 12*s.* per day and upwards. Rooms, 7*s.* per day.

COMMUNICATIONS. Dominica can be reached from England *via* Barbados or Martinique; also from Canada and New York (*see* Appendix I). The landing charge for steamer to the shore is 6*d.* Riding has to a great extent been replaced by the use of motor-cars, of which several are available for hire in Roseau. There being no fixed legal tariff it is advisable to settle terms before hiring. Carriages and buggies can also be hired. The local horses or ponies are small, but sturdy and sure-footed. They can be hired at from 6*s.* to 8*s.* 4*d.* for the day. There is no longer a regular coastal steamer service. A motor-boat, however, makes regular trips twice a week to Portsmouth and back calling at Mahaut, St. Joseph and Colihaut *en route*, (Fare to and from Portsmouth

2s.), and motor-boats can be hired for special trips to Portsmouth (£2) and other places on the coast.

SPORTS. *Cricket, lawn-tennis,* and *croquet* are the principal amusements, and there are clubs devoted to each, to which visitors are admitted if introduced by members. The lawn-tennis courts of the Dominica Recreation Club, which was founded in 1911, are said to be among the best in the West Indies. *Cycling* is possible over a limited area. A certain amount of *shooting* can be had, but it is scarcely worth the import duty on guns and cartridges. Wild pig are occasionally found in the interior; also agouti and opossum. There is fair river and sea *fishing*, and excellent river *bathing*.

CLUB. The Dominica Club is a flourishing institution, open to visitors upon introduction. The Free Library—the gift of Mr. Andrew Carnegie—opened in 1906, overlooks the sea and is also accessible to visitors.

SIGHTS. Roseau (population 6,803), the capital of Dominica, has, beyond its historical associations, its picturesque appearance, and the hospitality of its people, little to commend it, though the country round is unequalled for beauty. It was in Roseau that Père Labat, at the close of the seventeenth century, met Madame Ouvernard, the pure-blooded Carib Queen of the island, who was at the time of his visit one hundred years of age, and presented to her a couple of bottles of "eau-de-vie de Cannes"! The streets are wide, and in recent years all the principal thoroughfares have been macadamised by the Roseau Town Board which, by setting a standard for new buildings, has also greatly improved the appearance of the town. The old streets have a gutter running down the middle, which is practically impassable during a tropical downpour of rain. The houses are for the most part constructed of wood, but many stand upon a stone foundation. A terrace of better built houses faces the sea. Two useful iron jetties have been built for the convenience of passengers and trade. The town is connected with the telephone system, which extends all over the island, and it is lighted by electric light, the electricity being generated by water-power from one of the rivers.

The **Post Office** is situated almost opposite the "Bell" landing jetty, and can be seen from the steamer. The **Victoria Museum,** in a building formerly occupied by the Victoria Memorial Library, was opened on October 23rd,

1911. It contains an interesting entomological collection, Dominican and West Indian Carib stone implements, etc.

The Protestant Church of **St. George's** was built in 1820 with money provided by a grant from the Legislature aided by public subscriptions, to replace one destroyed by a hurricane in 1818. It is a substantial stone building of no particular architectural merit; but the interior has a reverent and dignified aspect. The beautiful windows in the church were put in to the memory of various members of the Stedman family, which for nearly a century has been connected with the chief mercantile house in the island. The various mural tablets bear names of many who have been intimately connected with the government of Dominica, including the Hon. James Laidlaw, Deputy Commissary General Price, Lieut.-Col. Emes, William Frederic Scott Nicolay, and Major John Langley. In the churchyard stands the Imray Memorial School, a handsome wooden structure built by local members of the Church of England in memory of Dr. John Imray, to whom Dominica owes much of its recent prosperity through the introduction of lime cultivation. In the old Church of England cemetery there are many interesting old tombstones, some of which date back to the year 1780. The **Roman Catholic Cathedral** also merits inspection. By far the greater number of inhabitants are Roman Catholics.

The **Market,** situated to the left of the "Bell" jetty and at the back of the Post Office, though less commodious than others in the West Indies, is well built, and amply serves its purpose. There is also a railed-off space forming an open market, for the use of which a small toll is exacted from those having wares and produce to sell. Early in the morning, during market hours, the scene here is busy and exceedingly diverting. Near the mouth of the Roseau River there is also a fish market.

The **Public Garden** was laid out under the care of Dr. John Imray, as a memorial of the federation of the Leeward Islands.

Fort Young, built in 1775, is now used as a Police Station, and the Ordnance Stores, built in 1784, have been turned into a Boys' School.

The **Botanic Garden** at the back of Roseau, about half a mile from the landing place and on the right-hand side of the road which leads up the Roseau valley, is well laid out, and forms a never-failing source of interest to visitors. It was started during the governorship of Sir William Haynes-Smith in 1891, and is at present the most beautiful in the West Indies. Almost every variety of tropical plant known can be seen there, and the oranges, limes, cocoa, rubber, nutmegs and pine-apples, which are cultivated in quarter-acre patches, serve to show at a glance the advantages of the soil and climate of Dominica. Immediately above the garden to the south-east, is the **Morne Bruce,** an elevated plateau about 500 feet above the level of the sea. In a military burial-ground behind the Morne many British soldiers were laid to rest in the days when Dominica was garrisoned. The conventional tomb surrounded by railings is the last resting-place of General Trotter. The cemetery has in recent years been cleared of bush and planted with palms in the form of a cross. The Morne enjoys the reputation of being haunted, and the black folk will tell you that on dark nights the tramp of phantom soldiers and the notes of the bugle can be heard there. On the edge of the Morne, overlooking the garden, are precipitous cliffs, having at the foot easy slopes suitable for cultivation. The land is undulating, with a rich sheltered hollow immediately under the Morne. In other places the soil is somewhat stony, and not so suitable for the growth of plants. There is, however, no part of the land not adapted to some cultivation or other. The site is well sheltered from prevailing winds to the south and east. An abundant supply of water is available from the mains of Roseau reservoir, which pass through the middle of the station.

The **Bar Gate of Loubière,** quarter mile south of Roseau, is a narrow pass which was the scene of the successful defence of the colony when it was attacked by General La Grange in 1805 (*see* page 236).

The famous **Sulphur Springs** of Wootton Waven (within easy reach of Roseau by motor-car), which are said to afford a remarkable cure for rheumatism and aches and pains in general, are an hour's ride from Roseau.

The excursion to the **Waterfalls,** a ride of 1½ hours up the beautiful Roseau Valley, is deservedly popular. Another favourite expedition, and one which will give the visitor an insight into the glories of tropical scenery, is that to the **Freshwater Lake** in the interior of the island. The lake is situated at an altitude of 3000 feet, and can be reached on horse-back in from 2½ to 3 hours. The ride is a delightful one, not the least pleasing feature of it being the shrill note and incessant humming of the humming-birds, the sound of which is in marked contrast to the funereal tone of the "Siffleur Montagne," a bird of brilliant red and blue plumage, only to be found at high altitudes in Dominica. The Freshwater Lake in itself presents no remarkable features; but it is an object of awe and dread to the superstitious blacks, who associate it with all kinds of terrifying fables. Some believe it to be bottomless, and connected by an underground channel with a certain part of the sea between Pointe Michel and Soufrière called l'Abîme or l'Abys. They aver that this theory must be correct, for a brave Carib chief once dived into the lake, and reappeared at L'Abîme. Others allege that a mermaid lives in the water, and that she will assuredly drag them to her subaqueous home unless they devoutly cross themselves and utter certain incantations! The origin of such tales is probably to be traced to the legend related by Oldmixon as far back as 1708. The natives, he said, tell all strangers "a ſtrange Tale of a vaſt monſtrous Serpent, that had its Abode in the before-mentioned Bottom (an inaccessible Bottom among the high mountains). They affirm'd, there was in the Head of it a very ſparkling Stone, like a Carbuncle of ineſtimable Price; that the Monſter commonly veil'd that rich Jewel with a thin moving skin, like that of a Man's Eyelid, and when it went to drink or ſported itself in the deep Bottom, it fully diſcover'd it, and the Rocks all about receiv'd a wonderful Luſtre from the Fire iſſuing out of that precious Gem."

There is a rude shelter by the side of the lake, where ponies can be tied up while the visitor proceeds afoot to the famous **Rosalie View.** Here there is one of the most magnificent vistas in the West Indies. From a foreground of tall

tree-ferns, rubber trees, and a wealth of tropical foliage, stretch eight or nine miles of densely wooded valley and mountain, ending in the dim and blue distance with the surf-fringed shore of Rosalie Bay on the windward coast.

A visit to the **Boiling Lake,** which was rediscovered about thirty years ago by a party of three, headed by Dr. H. A. Alford Nicholls, C.M.G., is a more serious undertaking. The lake is really an active volcano, and may be described as a small geyser of boiling sulphur, about 300 feet long by 200 feet wide. The journey to it is arduous, and is not unattended with considerable risk. Visitors to the lake usually camp out in the woods or sleep at the village of Laudat overnight, in order to enable them to begin the more difficult part of their journey in the early morning. Two mountains, each about 3000 feet high, have to be traversed, and the descent of the second of these, the Morne Nicholls, is extremely dangerous, especially in wet weather, when the slightest slip may land one in a boiling spring at the bottom. Having safely negotiated these mountains, the "Valley of Desolation" is reached. Rightly has it received this appellation, for a more desolate locality it would be hard to find! Its chief characteristic is a number of springs of a variety of colours—coffee-coloured, red, black, and ashy-grey. After an hour's steady walking and climbing over gargantuan boulders, the lake itself is reached. The sight is awe-inspiring indeed. Frequently a rumbling is heard, and a large column of water is ejected to a height of 10 feet, while periodically the whole of the lake is emptied by means, it is presumed, of some subterranean channel. Palgrave, who visited the lake in 1876, described the phenomenon in these terms in his essay "West Indian Memories":

> Fenced in by steep, mostly indeed perpendicular banks, varying from sixty to a hundred feet high, cut out in ash and pumice, the lake rages and roars like a wild beast in its cage; the surface, to which such measurements as we could make assigned about two hundred yards in length by more than half the same amount in breadth, is that of a gigantic seething cauldron covered with rapid steam, through which, when the veil is for a moment blown apart by the mountain breeze, appears a confused mass of tossing waves, crossing and clashing in every direction—a chaos of boiling waters.

Towards the centre, where the ebullition is at its fiercest, geyser-like masses are being constantly thrown up to the height of several feet, not on one exact spot, but shifting from side to side, each fresh burst being preceded by a noise like that of cannon fired off at some great depth below; while lesser jets often suddenly make their appearance nearer the sides of the lake.

A drive should be taken up the **Imperial Road,** (so named because it was a gift to the island from the Mother Country in 1898), which runs into the interior, The road was begun in 1899, and the cost, which was £15,000, was defrayed from Imperial funds. It is eighteen miles in length and extends to Bassinville. Unfortunately it has not been kept in as good a state of repair as is desirable, and it sadly needs metalling. The views from Sylvania of the mountains, and from Lancashire through the valley to the sea, seven miles distant, are indescribably beautiful. A few miles farther on is Riversdale, situated at the highest part of the Layou Flats.

A ride or drive for a few miles along the **Coast Road** to the north or south of Roseau conveys to the visitor from overseas a good idea of the dwellings, and of the manners and customs of the West Indian peasantry, which are a never-ending source of interest. About two miles to the south of the town is the fishing village of **La Pointe Michel,** which is fringed with graceful coco-nut palms. Many of the residents are refugees from the Martinique villages which were destroyed by the eruptions of Mont Pelé. A visit can be paid to Portsmouth, at the head of Prince Rupert's Bay to the north, by motor-boat (*see* page 237) and also the scene of Rodney's victory over De Grasse in 1782.*

Island after island had fallen into the hands of the French, who were contemplating an immediate descent upon Jamaica, and the outlook was dark indeed when on February 19th Sir George Rodney arrived at Barbados. He proceeded to Gros Islet Bay, Saint Lucia, where he was kept informed by a chain of frigates and look-outs on Pigeon Island of the movements of De Grasse, who was lying in Fort Royal Bay, Martinique. On April 8th a

* A detailed account of the "Battle of the Saints" is given in "West Indian Tales of Old." London: Duckworth and Co.

preliminary engagement took place between Sir Samuel Hood and the French Admiral. Four days later, on the eventful April 12th, one of De Grasse's vessels, which had lost her foremast and bowsprit, was being towed into Guadeloupe by a frigate when Rodney gave chase. De Grasse at once formed his line of battle. Rodney recalled his chasing ships and followed suit. An engagement soon became general. This was at 7 A.M., and at 11 the breeze freshened, and Rodney and Hood closed up with the enemy's van. The ships of the two fleets were in parallel line, and sailing in opposite directions, when Rodney, seizing his opportunity, executed the brilliant manœuvre, ever after famous, of breaking the enemy's line. By thus dividing the enemy's fleet into two divisions he secured a complete and signal victory. In the *Formidable* (90 guns) he next endeavoured to engage the *Ville de Paris*, sinking on his way the *Diadème* with a single broadside. Though he failed at once to reach the flagship, she was compelled to yield to the *Barfleur*, De Grasse fighting gallantly to the last, until only he himself and two unwounded men remained on the upper deck. This was at 6.30 P.M. The English lost 261 killed and 837 wounded; while of the French, no fewer than 14,000 were accounted for as killed and wounded. In this memorable engagement, which secured to England her West Indian Colonies, the English fleet was slightly superior in numbers, consisting of thirty-six ships and 2,640 guns, as compared with thirty-four ships and 2,560 guns of the French, but the latter carried an extra complement of 5,500 men and a complete train of battering guns and field pieces for the conquest of Jamaica. The *Ville de Paris*, a magnificent three-decker of 2,300 tons and 110 guns, which was the gift of the City of Paris to Louis XV, and cost £176,000—no small sum for a single ship in those days—was sent home by Rodney as a prize with five others, and with three of his own ships which had been seriously damaged, under the command of Admiral Graves; but unfortunately she and the *Glorieux* went down in a hurricane with all hands. A florid clock from the superb French vessel, the solitary hand of which was moved by the sentry on duty, can be seen at the Museum

of the United Service Institution in Whitehall. Rodney reached England on September 21st, 1782, and was at once raised to the peerage and granted a pension of £2000 a year in addition to the similar amount which he was receiving as a reward for defeating De Guichen off Martinique in 1780. He died on May 21st, 1792, and a monument was erected to his memory at the Nation's expense in St. Paul's Cathedral.

In the market-place at **Portsmouth,** at the head of the bay, is an old stone structure, about four feet square, in a fair state of preservation. It is commonly called Prince Rupert's tomb, but is said to be that of Lord Cathcart, who died at sea while on a military expedition, and is alleged to have been buried here. In 1887 it was opened by some enterprising young midshipmen in the presence of the late Sir Clements Markham, who was the guest of his cousin in the *Active*, but no vestige of any remains was found. On an old War Office plan dated 1771, by Robert George Bruce and Nathan Marshall, engineers, it is certainly marked as Lord Cathcart's monument. On the Cabrits, the hills which form the north arms of the bay, are the former Governor's residence and the military buildings erected probably in 1770. Nelson, when on the West Indian station in the *Boreas*, frequently put into this harbour for wood and water.

By those desirous of visiting the **Carib Settlement,** a motor-boat should be taken to Marigot, whence it can be reached on foot or horse-back, the distance being eleven miles. The Caribs live their own life and have their own "King," who holds sway over their settlement. When the Prince of Wales visited Dominica on September 26th, 1920, King Coriette Jules and his suite went over to Roseau to greet His Royal Highness.

Permission can readily be obtained to visit lime and cocoa estates, and many profitable days can be spent by the more enterprising visitors in exploring the virgin forests which still cover a great part of this beautiful island.

THE VIRGIN ISLANDS.

St. Ursula's Archipelago.

It is related of a certain Cabinet Minister that when asked in the House of Commons if he could state where the Virgin Islands were situated, replied that he could only say they were a long way from the Isle of Man. This was substantially correct.

Geographically the Virgin Islands consist of a group of islands and islets which lies in latitude 18° 27′ N. and longitude 64° 39′ W., about 60 miles to the eastward of Porto Rico. The British islands in this group include Tortola, Virgin Gorda, Anegada, Jost van Dyke, Peter's Island, and Salt Island, besides numerous small islets, which have a total area of 58 square miles, and a population of 5082, or 87.6 to the square mile, and form the "Virgin Islands," a Presidency of the Leeward Islands. The United States own St. Thomas, St. John, and St. Croix, which comprise the "Virgin Islands of the United States" (*see* page 318), and also Bieques, or Crab Island, and Culebra, the two islands nearest to Porto Rico; but it is doubtful whether these can properly be included in the Virgin group. **Tortola** (population 4,222)—the name is the Spanish for "turtle dove"—is hilly and rugged, Mount Sage rising to a height of 1780 feet. It is an irregular-shaped island 10 miles long by 3½ broad, and is divided from Virgin Gorda by a channel known as Sir Francis Drake's Channel, through which that great navigator took his ships on his way to attack Porto Rico in 1595. Roadtown, the chief town (population 410), is a port of registry, and Road Harbour, on which it stands, is about one mile long by half a mile wide. It faces south-east and has a safe approach and deep water. **Jost Van Dyke** (population 350) is a rugged and mountainous little island due west of Tortola. It name indicates its probable Dutch discovery and colonisation. **Virgin Gorda** (population 417) lies to the north-east of Tortola. It is square in shape, with two arms extending to the north-east and south-west, and it is almost broken into two distinct parts. the south-west peninsula being flat, while the rest is rugged

and mountainous, Virgin Gorda Peak rising to a height of 1370 feet. On the north side is Gorda Sound, forming a capacious and well protected, though not very accessible, harbour, and the south-western end is strewn with huge masses of granite extending to the south in a series of islets, the most notable of which, from its likeness to a ruined city, is known as the Old or **Fallen Jerusalem.** Hakluyt thus described Virgin Gorda: "La Virgin Gorda is an high island and round, and seeing it you shall espie all the rest of the Virgines which lie east and west one from another and are bare, without any trees." **Anegada** (population 459), the "inundated" island, is the most northerly of the Lesser Antilles. It has an area of 13 square miles and a population of 300. **Sombrero** (population 5)—known to generations of sailors as Spanish Hat, owing to its peculiar shape—is a bare rock rising from the sea to a height of 40 feet in the channel dividing the Virgin Islands from the other Leeward Islands, to neither of which it belongs at present, though it is British. An English man-of-war's man named Jeffery was marooned on this island in 1807 by his commander, one Captain Lake, as a punishment. He sustained life for eight days on a few limpets and rain-water, and was then saved by an American vessel on December 13th, 1807. He received £600 compensation from the British Government and Captain Lake was court-martialled and dismissed the service. Jeffery afterwards exhibited himself in London. Sombrero was once leased to a company which exported phosphates of lime, but the lease expired in 1893. On August 10th, 1904, an Order in Council was passed annexing the island to the Leeward Islands at a date to be appointed by the Governor by proclamation. The remaining English islands which are inhabited are **Salt Island** (population 52), **Peter Island** (population 42), and **Thatch Island** (population 15).

INDUSTRIES. A small quantity of sugar is produced by peasants, who own and cultivate the land in the Virgin Islands. They also grow Sea Island cotton, the cultivation of which was introduced in 1903, raise cattle, and catch fish. A lime industry has also been established. The peasants take their produce in small boats to St. Thomas, and this constant sailing among the reefs and currents which surround the Virgin Islands makes them the finest

seamen in the West Indies. They are a hardy, intelligent race, remarkably distinct from the inhabitants of the neighbouring islands. Their trade is mainly with St. Thomas, St. Croix, and St. John, and to a smaller extent with Haiti and Santo Domingo. Fibrous plants, such as agaves and bromelias, grow wild in Tortola. The native women are renowned for the Spanish drawn-thread work which they execute with great skill. The principal exports in the year 1920 were as follows :

Sea Island Cotton . . .	34,527 lbs.
Salt	1,000 bags.

FINANCES. The following is a comparative table of the revenue and expenditure, and imports and exports, of the British Virgin Islands for the ten years 1911–1920 :

Year.	Revenue.	Expenditure.	Imports.*	Exports.*
	£	£	£	£
1911–12	8,200	6,446	9,570	8,852
1912–13	4,795	4,980	10,323	7,258
1913–14	7,335	6,036	8,397	7,301
1914–15	4,903	5,554	9,081	6,905
1915–16	4,030	5,288	8,532	6,836
1916–17	5,041	5,962	9,208	7,750
1917–18	6,148	5,774	13,988	8,817
1918–19	5,070	6,227	17,160	9,046
1919–20	14,880	8,149	19,709	13,364
1920–21	11,715	9,826	43,413	24,102

* Calendar years 1911–1920.

CLIMATE. The climate of the Virgin Islands, is more healthy than that of many other West Indian islands, the heat being less oppressive. The thermometer rarely rises over 90° Fahr., and at night often falls as low as 65° Fahr. The average annual rainfall is about 55 inches. The islands are occasionally visited by hurricanes.

HISTORY. The Virgin Islands were discovered by Columbus on his second voyage in 1493, and named by him in honour of St. Ursula and her fellow martyrs. Tortola is said to have been first settled in 1648 by Dutch buccaneers who were driven out by Englishmen of the same profession in 1666. The island and its dependencies were soon afterwards annexed to the Leeward Islands Government in a commission granted by Charles II to Sir William Stapleton.

CONSTITUTION. A civil government and courts of justice were established in the British Virgin Islands in 1773. In April, 1867, an ordinance was passed to amend the constitution of the colony. It was therein enacted that a Legislative Council should be constituted, to consist of the Colonial Secretary, the Colonial Treasurer, and not more than three unofficial members to be nominated by the Administrator of the Government. This ordinance was repealed on May 1st, 1902, and now the Governor of the Leeward Islands ordains the laws. There is also an Executive Council.

Commissioners since 1897.

Mr. N. G. Cookman	1897
Mr. R. S. Earl	1903
Mr. T. L. H. Jarvis	1909
Major H. W. Peebles, D.S.O.	1919
Mr. R. Hargrove	1922

ACCOMMODATION. There are no hotels in the Virgin Islands.

COMMUNICATIONS. A motor-launch frequently runs between Tortola and St. Thomas, which can be reached from England *via* Barbados or Martinique, and from America. (*See* Appendix I). The ponies though small are very sure-footed.

SPORTS. There is a *Cricket* Club in Tortola, and much enjoyment can be derived from *boating*, *shooting*, and *fishing*.

Tarpon (called locally "Bass"), king-fish, cavally, barracouta, etc., afford excellent sport for the rod, while pigeon, doves, and wild duck fall to the gun.

SIGHTS. Many very pleasant rides can be enjoyed in **Tortola,** which has a coast road extending for a distance of 20 miles from the west to the east end, and also bridle-paths in the mountains. The views from the mountain tops are magnificent, and so rare is the atmosphere that islands forty miles distant can be seen from them on a clear day. Near **Roadtown** are the **Botanical Gardens** and the Experimental Station established by the Imperial Department of Agriculture in 1900. Beyond these, the only "sights" are two old cemeteries, **Fort Charlotte,** and an old Fort at Packwood Point.

In **Virgin Gorda** are the natural baths formed of massive blocks of granite, said to have been used by the Caribs, and the old copper-mine. The mine was opened in 1839 and closed in March, 1842. Fifty tons of ore valued at £2,500 were exported in 1841, and 170 tons valued at £3,400 in

1842. Work was recommenced in 1859, between which year and 1862, when the mine was again closed, 1093 tons and 7 cwt. of ore valued at £15,220 were exported. On **Salt Island** the Salt Ponds are of interest, while on **Norman Island** the old Pirates' Caves should be visited. They can be reached in small boats. A few years ago an iron chest containing treasure was found in the caves.

Describing the amenities of these islands in *The West India Committee Circular* in 1921, Mr. John Levo wrote:

One can imagine no better holiday for a fisherman than cruising in a motor-boat between the islands, with a tent for shore of nights, with food and conversation enriched from the day's catch. It is a common occurrence here, bank-fishing off Peter Island, for the angler to catch his king-fish and then lose it again in the jaws of a shark. One man with a rod, and another with a gun, would make an effective combination, and give an additional zest to the sport. Good health, a perfect climate, a moderate and sure return for small capital and congenial work—all are to be experienced in a land so beautiful that to describe it one turns from ineffectual speech to its pregnant and expressive name: The Virgin Islands. Summits of the fabled Atlantis, a chain of gems threaded upon a band of azure waters—a rosary meet for the bosom of the Virgin—here they lie at rest, waiting to be known, unchanged in aspect since the caravel of Columbus first broke into their calm. They offer ideal and material gifts to those who come to them; and less hardy adventurers than their discoverer would find their beauty undisturbed and serviceable, and perhaps be wisely tempted to stay and make them, by adoption, their own.

Chapter IX.

JAMAICA AND ITS DEPENDENCIES.

"Indus uterque serviet uni."
The Colony's Motto.

JAMAICA.

Jamaica lies towards the north of the Caribbean Sea, about 90 miles south of Cuba, and 1,150 to the north-west of Barbados. It is rather more than twice the size of Lancashire, having a total area of 4,207 miles, and its population was shown by the census of 1921 to be 858,118. The total length of the island is 144 miles, its extreme breadth 49 miles, and its least width (from Kingston to Annotto Bay) 21½ miles. Turks and Caicos Islands (population 5,612) with an area of 169 square miles, though geographically part of the Bahama Islands, form a dependency of Jamaica. So, too, do the Cayman Islands, (population 6,000), whose area is 87 square miles, lying 110 to 156 miles north-west of the west end of Jamaica, the Morant Cays, three tiny coral islets, with an area of two square miles, 33 miles south-east of Morant Point, and the Pedro Cays, about 40 miles south-west of Portland Point, the most southerly point near the centre of the coast.

The island of Jamaica is very mountainous, and history relates that Columbus, wishing to describe its features to Queen Isabella, took a piece of paper in his hands and crumpled it up. The main ridge of mountains runs east and west, with spurs extending to the north-west and south-east, the latter terminating in the east in the famous Blue Mountains, the highest peak of which has an altitude of 7,388 feet. Jamaica is indented with many bays and harbours, notable among which are Port Antonio at the eastern end, and Montego Bay at the western end of the north coast, and Old Harbour and Kingston, both on the

south side of the island. The last-named, which is the finest harbour in the West Indies, has a total area of about 16 square miles, and it is computed that its depth over, or one might say under, at least seven square miles, is from seven to ten fathoms. It is protected by a long spit of land called the Palisadoes, $7\frac{1}{2}$ miles long, at the extremity of which stands the town of Port Royal.

Jamaica has many rivers and streams, which are mostly rapid, principal among them being the Black River, famed for its Maggotty Falls, which runs through St. Elizabeth, in the south-west, and is navigable for 25 miles, and the Rio Grande in the north-east. While most are picturesque, the Roaring River, with its beautiful falls in St. Ann's Parish, and the Rio Cobre, which empties itself into Kingston Harbour, are specially noteworthy in this respect. Among the many other streams are Plantain Garden River, in the parish of St. Thomas, which waters a broad and fertile valley, and the Martha Brae River, near the mouth of which is Falmouth town and harbour. The island is divided into three counties: Surrey in the east, Middlesex in the centre, and Cornwall in the west; but these divisions are of little importance politically, and the local affairs of the colony are under the control of Boards in the fourteen parishes, which form the true political divisions.

INDUSTRIES. Jamaica possesses large areas of land at various altitudes well suited for the cultivation of all tropical and sub-tropical products. In the old days sugar and rum were supreme, but in 1893–94 they were supplanted for the first time as the principal industries of the island by fruit, which has since been steadily growing in importance as an article of export. They have since regained their pre-eminence. In 1921 the acreage under different kinds of produce was as follows: bananas, 55,368 acres; coffee, 22,297 acres; sugar-canes, 53,794 acres; coco-nuts, 37,837, acres; and cocoa, 18,014 acres. Ground provisions, pimento and guinea-grass are also extensively grown, the total area under cultivation of all kinds being 1,074,703 acres. Of the fruit exported, the principal kind is bananas, the shipments of which amount to 15,000,000 bunches per annum, the bulk going to the United States of America. Oranges are next in importance, the total exported annually being 120,000 packages. Coco-nuts number 30,000,000, and grape fruit, shaddocks, limes, and kola-nuts are also shipped in appreciable quantities. In actual value fruits accounted in 1920 for 24 per cent. of the colony's exports; sugar and rum 46.7, and coffee, 2.6 per cent. Jamaica is famous for its rum, and on a few estates in

the island the sugar-canes are grown primarily with the object of rum manufacture. The coffee from the Blue Mountains of Jamaica fetches the highest price of any in the world, and the ordinary estate coffee is excellent. Jamaica is the main source of supply of pimento, or allspice, of which the average annual exports are over 110,000 cwts. Bitter-wood, ebony, fustic, lignum-vitæ, and logwood are among the woods exported, and the dye is now extracted from the latter by a secret process at the West India Chemical Works at Spanish Town and also at a factory at Lacovia in St. Elizabeth. Tobacco is grown and cigars are manufactured at several factories. Prominent among the industries of Jamaica must be mentioned pen-keeping, which denotes a branch of agriculture including cattle and sheep breeding, horse and mule breeding, and dairying, the pens being large farms, which afford a lucrative and healthy occupation to many of the inhabitants. The principal exports in the year ending December 31st, 1920, were :

Fruit, including bananas	9,037,028	stems	}	£1,696,629
and oranges	100,858	boxes		
Wood	34,710	tons	—	278,744
Logwood extract	27,135	pkgs.	—	431,451
Pimento	67,569	cwts.	—	105,858
Sugar	733,287	cwts.	—	2,994,256
Rum	743,608	galls.	—	288,147
Coffee	41,269	cwts.	—	182,442
Cocoa	50,448	cwts.	—	211,885
Coco-nuts	28,246,240	nuts	—	327,655

The direction of the colony's export trade in 1920 was as follows : United Kingdom 42.7 per cent. ; United States, 28.2 ; Canada, 21.9 ; other countries, 7.2.

FINANCES. Below is a comparative table of the revenue and expenditure, and imports and exports of Jamaica, for the ten years 1911-20 :

Year.	Revenue.	Expenditure.	Imports.*	Exports.*
	£	£	£	£
1911–12	1,161,014	1,155,208	2,865,553	2,948,067
1912–13	1,206,161	1,304,930	3,050,479	2,709,203
1913–14	1,048,639	1,065,435	2,837,447	1,418,005
1914–15	980,174	1,054,969	2,565,820	2,904,553
1915–16	1,132,049	1,105,942	2,327,455	2,228,684
1916–17	1,154,343	1,076,237	3,107,004	2,821,234
1917–18	1,052,485	1,098,409	3,323,866	2,479,107
1918–19	1,157,304	1,228,608	3,375,798	2,664,897
1919–20	1,802,778	1,444,818	5,085,615	5,627,2 8
1920–21	2,347,361	2,332,635	10,313,282	7,146,010

* Calendar years 1911–20.

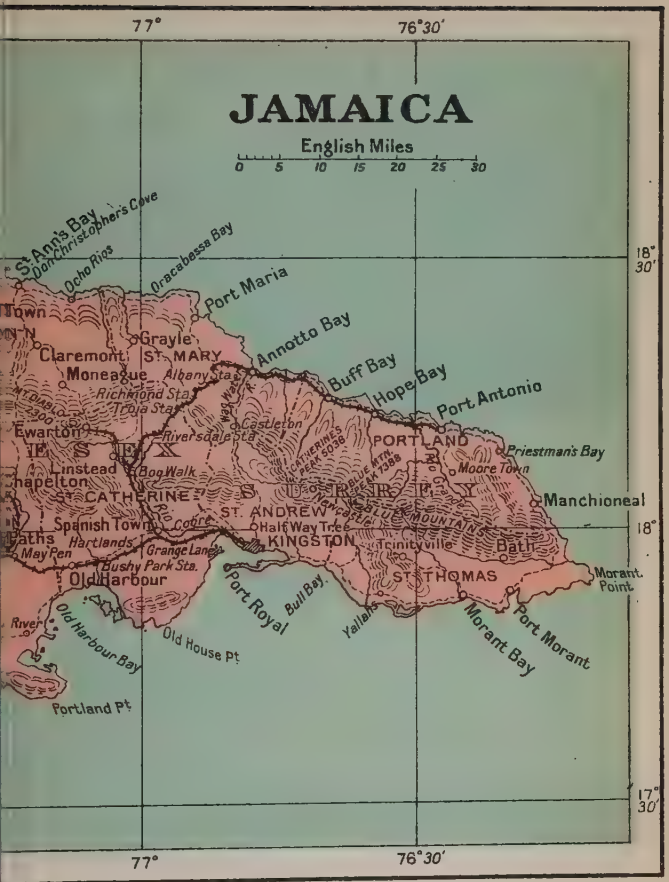
CLIMATE. Jamaica offers a variety of climates. Near the sea-level the temperature varies from 68° Fahr. to 85° Fahr., but in the mountains it often falls as low as 45° Fahr. on winter nights. Houses in the Blue Mountains even have fireplaces, and at the Blue Mountain Peak frost is not unknown. There are two principal rainy seasons, namely, in May and October, but there is generally more or less rain all through the summer months. As a rule, less rain falls in Kingston than in most other parts of the island. The great heat is tempered by sea breezes during the day and land breezes by night. The birth-rate in 1920 was 40.8, and the death-rate 25.3 per 1000.

HISTORY. Jamaica, the largest of the British possessions in the West Indies, was discovered by Columbus on May 3rd, 1494. He called it St. Jago, after the patron saint of Spain, but it reverted to its native name "Xaymaca" ("well wooded and watered"). On his fourth and last voyage he again visited the island. Being caught in a violent storm, he ran his ships aground in St. Ann's Bay, on the north coast. The exact spot now bears the name of Don Christopher's Cove. When Columbus died in 1506, his son Diego inherited his property, and went out to Hispaniola (the island now divided between the republics of Haiti and Santo Domingo) as Governor. On arriving there he found that Jamaica had been partitioned between two Spaniards, and accordingly, in order to establish his rights, he sent out Esquivel, or Esquimel, to found a settlement in the island under his direction. The settlement was made on the north side; but between the years 1520 and 1526, the colonisation having extended to the south, the town of St. Jago de la Vega, now Spanish Town, was founded, and this soon became the chief town.

In 1596 the island was raided by the English under Sir Anthony Shirley, who attacked and plundered Spanish Town, and in 1643 Colonel Jackson, with 520 men from the Windward Islands, landed at Port Royal and exacted a ransom from the defenders. But Jamaica remained Spanish for 161 years, and it was not until May 11th, 1655, that it changed hands. On that eventful day it yielded to a force under Admiral Penn and General Venables, sent out by Cromwell against the neighbouring island of Haiti. In 1657–8 an attempt was made to recapture the island for Spain; but most of the colonists were apathetic, and those who were not joined the Maroons, or runaway slaves—the name is an abbreviation of *cimarron*, and is derived from the Spanish *Cima*, or mountain top—in the interior of the island, and so began the long series of troubles with the Maroons which was finally put an end to after the quelling of the rebellion in 1796 by the deportation of many of the rebels to Nova Scotia. In June, 1670, the British occupation of Jamaica was formally recognised by the Treaty of Madrid.

Colonisation was proceeded with, and there was a large influx of soldiers, who did not make good colonists, and also of very undesirable refugees. A number of settlers also came from Nevis and other West Indian islands. Jamaica became one of the head-quarters of the Buccaneers, a daring band of freebooters of all

Sifton, Praed & Co. Ltd. St. James's St. London S.W.


77°
76°30'
JAMAICA
English Miles
0 5 10 15 20 25 30
St. Ann's Bay
Dr. Christopher's Cove
Ocho Rios
Oracabessa Bay
18° 30'
Port Maria
Town
Grayle
Claremont
ST. MARY
Annotto Bay
Moneague
Albany Sta.
Buff Bay
Hope Bay
Richmond Sta.
Troja Sta.
Port Antonio
Castleton
Ewarton
Riversdale Pt.
PORTLAND
Priestman's Bay
Linstead
Bog Walk
Moore Town
CATHERINE
ST. ANDREW
Manchioneal
Spanish Town
Cotter
Half Way Tree
18°
Hartlands
KINGSTON
Trinityville
Bath
May Pen
Grange Land
Bushy Park Sta.
Morant Point
Old Harbour
ST. THOMAS
Port Royal
Bull Bay
Yallahs
Port Morant
Old Harbour Bay
Old House Pt.
Morant Bay
Portland Pt.
17° 30'
77°
76°30'

nationalities, who were deadly opposed to the rule of Spain. They derived their name, Buccaneers, from South American hunters, who joined pirates known as filibusters from the Dutch flyboats in which they made their expeditions. These hunters were in the habit of drying their meat on wooden grills called " boucans," and the name Buccaneers was given to the whole gang. Their headquarters were at Port Royal, which became a town of immense wealth, and perhaps the richest in the West Indies, while Morgan, one of their leaders, eventually became Lieut.-Governor of Jamaica.

CONSTITUTION. Jamaica has a Legislative Council, consisting of the Governor, who has only a casting vote, five *exofficio* members, namely, the Senior Military Officer, Colonial Secretary, Attorney-General, Director of Public Works, and Collector-General, and such other persons, not exceeding ten in number, as his Majesty may from time to time appoint, or as the Governor may from time to time provisionally appoint, and fourteen persons elected by the people, one for each parish. The elected members have the control in financial matters. The Council is dissolved at the end of five years from the last preceding general election, if it has not been previously dissolved. There is also a Privy Council, with the usual powers and functions of an Executive Council.

Governors of Jamaica since 1898.

Sir Augustus L. Hemming, G.C.M.G. . . .	1898
Sir J. Alexander Swettenham, K.C.M.G. . .	1904
Sir Sydney Olivier, K.C.M.G., C.B. . . .	1907
Brig.-Genl. Sir William Manning, G.C.M.G., K.B.E., C.B.	1913
Sir Leslie Probyn, K.C.M.G.	1918

ACCOMMODATION. Jamaica has hotels to suit every purse. The rates given below are for Board and Lodging per day.

Kingston. The *Myrtle Bank Hotel* owned by the United Fruit Company. Rebuilt in 1910 and fifty rooms with baths recently added—from 25*s*. The *Constant Spring Hotel*, six miles from the capital, but easily accessible by electric car. Renovated and re-opened under new management—from 20*s*. The *South Camp Road Hotel*, very comfortable and clean—from 18*s*. The *Grenville Private Hotel*, 112, East Street (the Misses Farquharson)—from 14*s*. *Earl's Court Private Hotel*, 18, North Street (Mrs. Cooke), from 18*s*. The *Doric*, 94, East Street—from 20*s*. *Melrose House*, 117, Duke Street—from 10*s*. The *Waldeck*—from 14*s*. *Mona Great House*, Liguanea P.O. (Miss Austin)—from 12*s*.

Bath. Comfortable accommodation can be obtained at the Bath Fountain, one mile from Bath, on application to the Matron or the Clerk, Bath Corporation, Bath P.O.

Brown's Town. *Mrs. Thomson-Norman's House*—from 14*s*.

Hollymount. *Hollymount Hotel*, Ewarton P.O.—from 20*s*.

Malvern (Santa Cruz). *Mrs. Lawrence's House*—from 14*s*.

Mandeville. The *Mandeville Hotel*—from 14*s*. The *Newleigh Hotel*—from 15*s*.

Milk River. There is a Boarding House at the baths.

Moneague. The *Moneague Hotel*, about 900 feet above the sea—from 20*s*.

Montpelier. *Mackfield Hotel*—from 14*s*.

Port Antonio. The *Titchfield Hotel*, owned by the United Fruit Company, rebuilt in 1910—from 25*s*. The *Waverley Hotel*—from 20*s*.

Port Maria. *Palm Beach*, Albany Station—from 20*s*.

Port Royal Mountains (Flamstead). Mrs. Dicks' House—from 12*s*.

Spanish Town. The *Marble Hall Hotel*—from 12*s*. The *Trinity Ville Hotel*—from 10*s*.

St. Ann's Bay. *Hotel Osborne*, about five minutes from the wharf, and within three miles of Roaring River—from 16*s*.

In addition to the above, there are boarding-houses in nearly all the towns of any size, varying in merit, where wholesome, if not elaborate, cooking can be obtained. On private enquiry, a few planters, pen-keepers, and others may be found willing to take paying guests on suitable introduction; and for those who can afford the time this is perhaps the best way of getting to know the country and the people under home-like conditions.

COMMUNICATIONS. Jamaica can be reached weekly direct from the United Kingdom, and the United States, and every three weeks from Canada *via* Bermuda and the Bahamas (*see* Appendix I). The steamers go alongside the wharf at Kingston and there is consequently no landing charge. The roads in Jamaica are excellent for motoring, the gradients on the hills being not too steep and the fords usually passable. Kingston and its suburbs have a smart service of electric trams run by the West India Electric Company, Ltd., whose lines are twenty-five miles in extent. Fare, 2*d*. a journey. Two lines, the "Avenue" and "East Street Belt," run round and through the city. Another goes east to within a short distance of Rockfort, another north for about six miles to Constant Spring, and a third, called the "Hope Gardens" line, runs for six miles to Papine, on the way to Gordon Town.

There are garages in Kingston and most of the other towns of importance where motor-cars can be hired and repairs carried out. In Kingston there are the West Street Garage, the Motor-Car Car and Supplies, Ltd. (Harbour Street), and Bolton's Motor Service (36, Duke Street). The rate is 1*s*. to 1*s*. 3*d*. per mile, counting from the garage back to the garage.

There are several livery stables in Kingston, including those of Harold E. Bolton, W. G. Clark, and A. E. Clough. The general charge for carriages for long distances is £1 per day. On extended tours, arrangements can be made for a charge to include the cost of feeding the driver (1*s*. 6*d*. per day) and horses (a charge varying according to the market prices of fodder). Double buggies for shopping in Kingston and St. Andrew can be had for 6*s*. per hour, and saddle ponies for morning and evening rides 8*s*. Cabs, known locally as "buses," can be hired in Kingston, Spanish Town, Old Harbour, Port Antonio, Porus, Linstead, and Ewarton, for 6*d*. per journey within the town limits, and by arrangement for longer distances.

Mail coaches run regularly at stated times between Montego Bay and Lucea (25 miles, 4 hours), fare 8*s.*; Santa Cruz and Balaclava (16 miles, 3 hours 5 min.), fare 6*s.*; Black River and Ipswich (18 miles, 3 hours 5 min.), fare 6*s.*; and Savanna-la-Mar and Montpelier (22 miles, 4½ hours), fare 6*s.*, daily.

The Jamaica Government Railway (gauge, 4ft. 8½ins.) starts from the west end of Kingston, which it connects with Spanish Town (33 mins.), Old Harbour (1 hour 9 min.), Porus (2 hours 27 min.), and Montego Bay (7¼ hours). Another line extends from Spanish Town to Bog Walk (25 mins.) and Port Antonio (3½ hours—4 hours and 20 min. from Kingston). From Bog Walk, Ewarton is reached by a branch line (27 mins.), and another branch line, the first section of which was completed in 1913, opens up the Rio Minho valley and Upper Clarendon from May Pen. Week-end tickets are issued at the price of a fare-and-a-half. Carriages meet all the trains at the principal stations. In the following tables are the names of the stations and their distances from Kingston.

MONTEGO BAY LINE.

	Miles.	Height above Sea.	Fares.	
			1st Class.	3rd Class.
			s. d.	*s. d.*
Kingston	—	8	—	—
Gregory Park	6½	21	1 9	0 11
Grange Lane	9	50	2 8	1 4
Spanish Town	11¾	94	3 6	1 9
Hartlands	15	65	4 5	2 3
Bushy Park	20	49	6 2	3 1
Old Harbour	22¾	69	7 0	3 6
May Pen	32½	205	9 8	4 10
Four Paths	37	176	10 10	5 5
Clarendon Park	42½	220	12 7	6 4
Porus	46¾	435	14 0	7 0
Williamsfield	53	1300	15 6	7 9
Kendal	54¾	1352	16 1	8 1
Greenvale	61	1680	17 10	8 11
Balaclava	70½	800	20 9	10 5
Appleton	76¾	425	22 6	11 3
Maggotty	80	780	25 1	12 7
Ipswich	85¾	783	25 1	12 7
Catadupa	94	1074	27 5	13 9
Cambridge	97¾	399	28 7	14 4
Montpelier	103	392	30 1	15 1
Anchovy	105¾	718	30 11	15 6
Montego Bay	112¾	4	31 6	15 9

Montego Bay can also be reached once a week *via* St. Ann's Bay by motor-car (126 miles) which leaves Gardner's Store, Harbour Street, every Friday at 8.30 A.M. Fare £1 10s. per seat.

PORT ANTONIO LINE.*

	Miles.	Height above Sea.	Fares. 1st Class.	Fares. 3rd Class.
			s. d.	s. d.
Kingston	—	8	—	—
Bog Walk	20½	288	6 2	3 1
Riversdale	26¾	503	7 11	4 0
Troja	31	734	9 1	4 7
Richmond	36	456	10 6	5 3
Highgate	38	800	12 3	6 2
Albany	42½	139	12 3	6 2
Annotto Bay	50	135	14 7	7 4
Buff Bay	58½	139	17 3	8 8
Orange Bay	61½	6	18 1	9 1
Hope Bay	66¼	7	19 3	9 8
St. Margaret's Bay	69½	4	20 5	10 3
Port Antonio	75	3	21 0	10 6
EWARTON BRANCH.*				
Kingston	—	8	—	—
Linstead	23¾	365	7 0	3 6
Ewarton	29	760	8 9	4 5
CLARENDON BRANCH.†				
Kingston	—	8	—	—
Suttons	42½	626	12 7	6 4
Chapelton	46	606	13 5	6 9

* Connects at Bog Walk, to which the route is identical with that of the Montego Bay Line. † Connects at May Pen.

The SS. *Remelik* leaves Kingston for Santiago (Cuba) every Friday and the United Fruit Company steamer every Wednesday. The SS. *Frank Tinny* leaves for Cuba on Wednesdays and Fridays.

SPORTS. *Lawn-tennis* is played at the Liguanea Club at Knutsford Park, near Halfway Tree, at the St. Andrew Club at the Cross Roads and on the ground of the Kingston C.C. at Sabina Park. The *Golf Links* of the Jamaica Golf Club adjoin the Constant Spring Hotel and there are links also at the Liguanea Club. *Cricket* is very popular and the clubs devoted to that game include those of Kingston, Kensington, the Garrison, Melbourne, Clovelly and Lucas.

Polo is played weekly at the Camp, on the ground of the Kingston Polo Club at Knutsford Park and at Drax Hall, in Saint Ann. *Yachting* and *rowing* can be enjoyed in Kingston and other harbours. *Shooting* and *fishing :* There is fair sport in Jamaica for rod and gun, blue pigeon, the bald-pate, the ring-tail pigeon, the white-wing, the pea dove, the white-belly, and the partridge being the principal game-birds. The close time is from March 1st to about July 15th, or sometimes even to August 21st. Jamaica is also visited every winter by large flocks of duck and teal, besides snipe, which afford good sport. Snook, snappers, and tarpon are to be caught with rod or hand-line at the mouths of nearly all the rivers. Tarpon also abound in the bays and inlets, and often scale over 100lbs. Higher up the rivers, mountain mullet, sand-fish, snook, tarpon, and drummer are all to be caught. *Racing* takes place under the Jamaica Jockey Club at Knutsford Park, and also on the old Kingston racecourse and in the country districts. Jamaica has upwards of 2,200 miles of main roads, most of which are well suited for *motoring*. The gradients rarely exceed 5 per cent., or 1 foot in 20, though occasionally gradients of 20 per cent. are met with. Motorists are advised to consult the official " Itinerary of the Main Roads," published at the Government Printing Office.

CLUBS. Kingston. The *Jamaica Club* at 59, Hanover Street in Kingston, founded in 1872, welcomes visitors. The *Liguanea Club* at Knutsford Park opened by Chief Justice Sir Fielding Clarke in 1910, and the *St. Andrew Club* off Cross Roads, founded in 1895, are select " Country Clubs." The *Royal Jamaica Yacht Club* has a club-house in Rae Town, which commands a splendid view of Kingston harbour. At **Savanna-la-Mar** the *West End Club* is popular. **Montego Bay** and the other towns of importance also have comfortable social clubs.

SIGHTS. Kingston. After rounding Port Royal (*see* page 272), at the extremity of the spit of sand known as the Palisadoes, the steamer proceeds along a buoyed channel in Kingston Harbour. To seaward on the land to the left rise the Healthshire Hills, on which is Rodney's " Look-out," established when the admiral was on the Jamaica station, 1771–1774. The grim Apostle's Battery—so called from the number of its embrasures—Fort Henderson and Fort Augusta are passed in succession on the left ; but it is not until the steamer is quite near the city that Kingston is seen nestling at the foot of the superb mountains, the nearer of which is the Long Mountain, with the famous Blue Mountains beyond. The first glimpse of the city is not encouraging, for where there might have been a sea-wall—if a suggestion made by Mr. E. A. de Pass and others

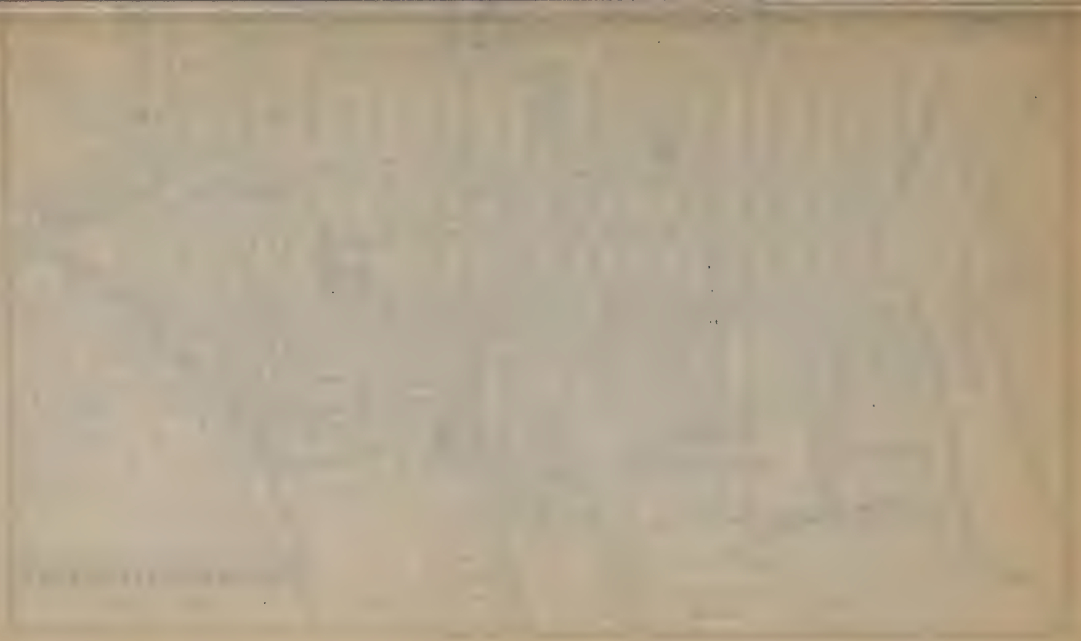
after the earthquake and fire of 1907 had been carried out—is an ugly line of irregular wharves.

Kingston, the capital of Jamaica (population 62,560), is the largest town in the British West Indies, covering as it does with the suburbs an area of abour 1,080 acres. The streets run at right angles to one another, and the principal thoroughfares are traversed by electric cars (*see* page 256). The city has an excellent telephone service, and is lighted with gas, while most of the churches and public and private buildings have electric light.

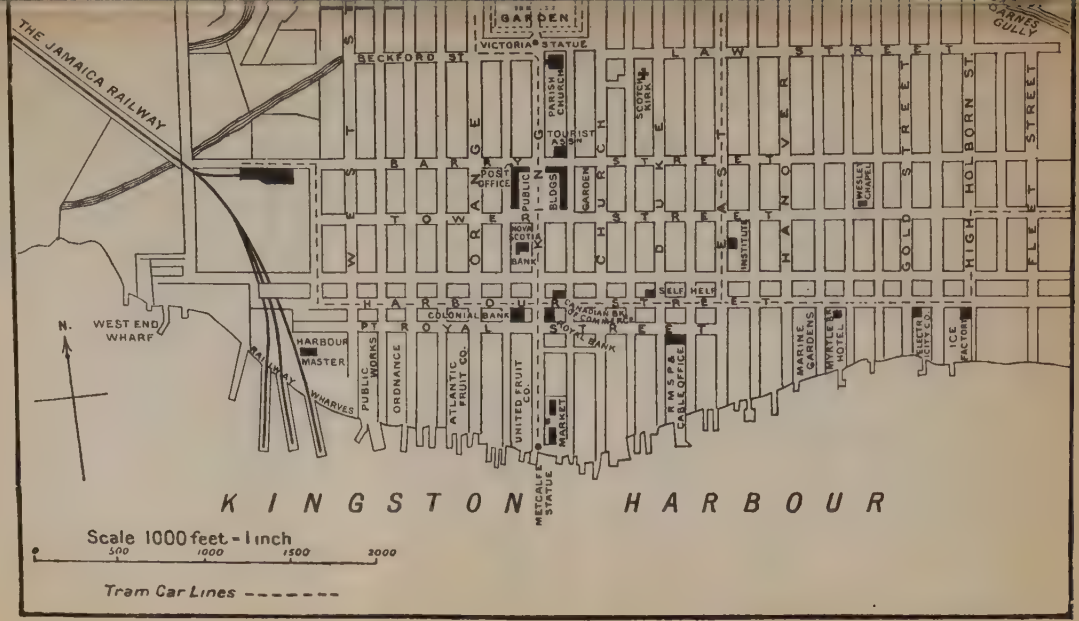
The foundation of the city dates from 1692, when Port Royal, then the chief town, was destroyed by an earthquake which was followed by a fire in 1702, and the survivors moved to the lower part of Liguanea, the property of Sir William Beeston, where Kingston now stands. It was not, however, until 1870 that the city became the capital of Jamaica, the seat of government being transferred to it from Spanish Town in that year by Governor Sir John Peter Grant.

On January 14th, 1907, Kingston was almost completely devastated by earthquake and fire.

The season was at its height and the number of visitors was swelled by a distinguished party, including Lord Dudley and Mr. Jesse Collings, brought out by the great shipowner, Sir Alfred Jones, in the R.M.S. *Port Kingston*, to attend the West Indian Agricultural Conference which was to be held in Kingston for the first time. The day opened brilliantly fine, the sun shining from a cloudless sky, and there was no indication of the impending disaster. In the morning the Conference met at the old Mico College in Hanover Street, and was opened by the Governor, Sir Alexander Swettenham. An adjournment was made for lunch, and at 2.30 the delegates re-assembled. Shortly after, a loud rumbling noise was heard, which was at first taken to be heavily laden waggons passing down a neighbouring street. The rumbling became a roar, punctuated by an appalling series of bangs, and in a moment the whole room was shaken violently up and down, the floor rising and falling in a distinct series of waves. Windows fell out, pictures came tumbling down, and all was confusion, the room being filled with débris. Similar scenes were being enacted all over the city, which for long after the first shock was quite covered by a pall of dust. Fire assisted in the work of destruction, and it is estimated that the loss of life was between 1,000 and 1,500 persons, while that of property was set down at from £1,000,000 to £1,500,000. A Mansion House fund for the relief of the sufferers amounted to £55,395, and as the



PART OF
KINGSTON, JAMAICA
Hannah Pen
RYANS PEN
HANNAH TOWN
Oxford Pen
W. India Electric Co.
Rom. Cath Burial Gnd
TO HALFWAY TREE & CONSTANT SPRING
FLETCHER TOWN
TO THE MICO & WOOLMERS SCHOOL
RACE COURSE
MANCHESTER SQUARE
KINGSTON GARDENS
WINCHESTER PARK
ROMAN CATHOLIC CHURCH
PARADISE TOWN
NORTH STREET
PUBLIC HOSPITAL
CHARLES STREET
BEESTON STREET
ROAD TO SPANISH TOWN
WARD THEATRE
HEADQUARTERS HOUSE
HEYWOOD ST
SUTTON STREET


THE JAMAICA RAILWAY
GARDEN
VICTORIA STATUE
BECKFORD ST
LAW STREET
GARNES GULLY
PARISH CHURCH
SCOTCH KIRK
TOURIST ASS'N
POST OFFICE
PUBLIC BLDGS
GARDEN
NOVA SCOTIA BANK
INSTITUTE
WESLEY CHAPEL
SELF HELP
COLONIAL BANK
CANADIAN BK OF COMMERCE
ROYAL BANK
HARBOUR MASTER
PUBLIC WORKS
ORDNANCE
ATLANTIC FRUIT CO.
UNITED FRUIT CO.
MARKET
METCALFE STATUE
R M S P & CABLE OFFICE
MARINE GARDENS
MYRTLE BK HOTEL
ELECTRICITY CO.
ICE FACTORY
WEST END WHARF
RAILWAY WHARVES
N.
KINGSTON HARBOUR
Scale 1000 feet - 1 inch
0
500
1000
1500
2000
Tram Car Lines

result of representations made by the local Legislature, which were endorsed by a deputation comprising the Archbishop of the West Indies and Mr. A.W. Farquharson, and by the West India Committee, a free Imperial grant was made by Parliament of £150,000 and a loan of £800,000 was authorised. The funds were distributed by a Relief Committee, afterwards the Assistance Committee.

The city has since been to a great extent rebuilt, but the scars left by the earthquake are still in evidence in the form of vacant sites.

On emerging from the Custom's sheds, the first street one reaches is **Port Royal Street,** running parallel with the harbour front, in which many merchants' offices and warehouses are situated. At the east end is the building of the Royal Mail Steam Packet Company, in which the **Cable Offices** of the West India and Panama Telegraph Company and the Direct West India Cable company are also housed. Painted yellow, this is one of the most picturesque buildings of the post-earthquake Kingston. The hall is panelled with West Indian mahogany.

Parallel with Fort Royal Street is Harbour Street, in which some of the best stores are situated. At the east end, a little back from the roadway, is the palatial **Myrtle Bank Hotel,** constructed in the old " Mission " style, which replaces a red brick building wrecked in 1907. It has two wings stretching towards the harbour, which secure for the hotel the full benefit of the refreshing and health-giving sea breeze that blows every afternoon and is appropriately called " the Doctor."

Harbour Street is intersected near the centre by **King Street,** the most important thoroughfare in Kingston, which extends from the water front to Victoria Park, and beyond that again to the northern limits of the city.

Near the water side is a statue of Sir Charles Metcalfe, Governor from 1839 to 1842, by Edward Hodges Baily, R.A., a pupil of Flaxman, which was first erected in Spanish Town, the House of Assembly voting £3,000 for the purpose. It was subsequently placed at the top of King Street, but was removed to its present site in 1898 to make room for a statue of Queen Victoria. It now stands on a pedestal which for some years supported Bacon's statue of Rodney, now at Spanish Town.

Sir Charles Metcalfe, who was one of Jamaica's most popular Governors, is represented bareheaded and wearing the insignia of the Bath. On the original pedestal is the following inscription :

THIS STATUE
IS ERECTED IN HONOUR OF
THE RT. HON. SIR CHARLES THEOPHILUS METCALFE, BART., K.C.B.
NOW BARON METCALFE
BY THE GRATEFUL INHABITANTS OF JAMAICA
IN COMMEMORATION
OF THE BENEFITS DERIVED FROM
HIS WISE, JUST AND BENEFICIAL ADMINISTRATION
OF THE GOVERNMENT OF THE ISLAND
A.D. 1845.

On the lower pedestal, erected to receive Rodney's statue, is placed an earthenware tablet (similar to those erected by the Royal Society of Arts in London) which was put up by the Institute of Jamaica in 1892, to record the following fact :

12 FEET WEST OF THE
CENTRE OF THE PEDESTAL,
COMMANDER GREEN,
U.S.N. IN 1875 ERECTED THE
LONGITUDE STATION OF
KINGSTON AND FOUND IT TO BE
5h. 7m. 10.65 s. (76° 47′ 39.8″)
WEST OF GREENWICH.
I. J.

Proceeding from the Metcalfe statue up the street, one comes to the **Victoria Market** on the right, a commodious iron structure which cost, including the lands purchased, £22,778. The market presents an animated scene in the early hours of the morning, especially at Christmas, and should certainly be visited about 6 A.M. After crossing Harbour Street, the imposing building of the **Colonial Bank,** with frontages on that street and Water Lane, is seen on the left. It is built in Queen Anne style from designs by Messrs. Hoare and Wheeler, and was opened in 1909. The plinth is finished with green marble from Sweden, and the roof is covered with green glazed tiles, which with the copper-covered domes strike a pleasing note of colour.

Nearly opposite the Bank is the restaurant called **The**

Oleanders, which is a favourite resort for luncheon and at tea-time.

A little higher up King Street on the left is the imposing building of the **Bank of Nova Scotia,** in the upper floor of which the rooms of the Royal Jamaica Society of Agriculture and **Merchants' Exchange**—the local Chamber of Commerce—are situated. The architects were Messrs. Darling and Pearson, of Toronto, who chose the Mission style as being most appropriate for the site. The banking hall is a particularly handsome and well-ventilated room.

Beyond the Bank are the **Public Buildings** in two blocks, one on either side of the street. After the earthquake of 1907 Sir Sydney Olivier, the then Governor, saw, and wisely grasped, the opportunity of concentrating the various Government offices, which till then had been as widely scattered as the branches of the Board of Trade in London. The result is two handsome blocks of buildings, each covering an area of approximately 32,430 square feet, and enclosing a space laid out with gardens and palm trees. Both blocks were designed by Sir Charles Nicholson, and consist of three floors, while each has a flat roof, which with the verandahs and colonnades gives the building quite an Eastern appearance. The western block was built by Messrs. Cowlin and Son, Bristol, but the eastern one was constructed in its entirety by Messrs. Mais and Sant, a local firm. The western block contains the Treasury and Savings Bank, the offices of the Collector-General, the Collector of Taxes, the Stamp and Customs Department, and on the uppermost floor the Audit Office, while at the northern end is the spacious **Post and Telegraph Office.** The eastern block is devoted to the Supreme Court, the Law Library, the offices of the Attorney-General and Administrator-General, the Registry of Titles and the Kingston Court, while the upper floor is occupied by the offices of the Inspector-General of Constabulary and Prisons, the Surveyor-General and Land Department, the Education Department and the Board of Education. To the east of this block a charming garden extends to Church Street, in which there is a Memorial to Jamaicans who fell in the Great War.

The offices of the **Jamaica Imperial Association,** and the **Jamaica Tourist Association**, are at 85, Barry Street, which runs across the northern end of the Public Buildings. The Imperial Association was founded in 1917 to promote the welfare of Jamaica. At the offices of the Tourist Association, visitors can obtain information of every kind regarding the island.

The **Railway Station** of the Jamaica Government Railway stands some blocks to the west of the Public Buildings, and can be reached by Barry Street, which runs past the northern end of the Post Office.

Beyond the Public Buildings on the right-hand side of King Street stands the **Parish Church.** When in 1695 Kingston was laid out by Colonel Christian Lilly after the destruction of Port Royal three years previously, provision was made for a Parish Church. The year of its actual construction is not known, but the earliest date on a tombstone is 1699, and on the Communion plate 1701. The first Rector was the Rev. William Collins, M.A., of St. Catherine's College, Cambridge, who was appointed in 1701. A tower was added between the years 1740 and 1774. About the beginning of the nineteenth century the building was extended in length and a handsome Baldacchino was added. In 1883 to 1885 the building was considerably enlarged by the addition of side aisles, giving extra accommodation for 500 persons and making sitting room for 1,200 in all. In 1895 the Vestry was added and the old brick wall, which formerly surrounded the churchyard, was replaced by the present railing. The church was very seriously damaged by the earthquake of 1907, but happily the roof and floor of the building remained intact, and the organ (erected in 1878), the lectern (1886), the bell (1890), and pulpit (1891) were saved from the wreckage. The church was restored on its original lines with slight modifications—which included an extension of the nave by 18 feet at the western end, so that it now covers the ground occupied by the old tower. It was opened for Divine Service on February 21st, 1910. The Church has always been known as the Kingston Parish Church, and no record exists of its ever having been dedicated to any

Saint, till, on its reconsecration when rebuilt after the earthquake, it was dedicated to St. Thomas.

Most treasured of all its monuments is the tombstone, in the chancel, of Vice-Admiral John Benbow, who died on November 4th, 1702, " of a wound in his leg received in an engagement with Mons. du Casse " during a battle on August 21st, 1702, which is described in " West Indian Tales of Old."

The gallant Benbow, with one ship, engaged the French squadron, consisting of five ships. The battle began on August 19th. Out of seven English ships five refused to support Benbow, and a sixth was soon disabled. But in the *Breda* he attacked the Frenchmen, and was three times boarded. He was shot in the leg, and, when sympathised with, he said, " I am sorry for it too ; but I had rather have lost them both than have seen dishonour brought upon the English nation. But, do you hear, if another shot should take them off, behave like brave men and fight it out." But the day was lost and the *Breda* returned to Jamaica with the wounded and disconsolate Admiral. Monsieur du Casse, in a letter to Benbow, wrote, " I had little hope on Monday last but to have supped in your cabin, but it pleased God to order otherwise, and I am thankful for it. As for those cowardly captains who deserted you, hang them up ; for, by God, they deserve it." Two of the captains were tried by a Council of War and were sent home and shot on board the *Bristol* at Portsmouth, not being suffered to land on English ground. A third was condemned to imprisonment and loss of pay, and a fourth died. The tombstone is inscribed :

HERE LYETH INTERRED THE BODY OF
JOHN BENBOW ESQ.
ADMIRAL OF THE WHITE
A TRUE PATTERN OF ENGLISH COURAGE WHO LOST HIS LIFE IN
DEFENCE OF HIS QUEENE AND COUNTRY
NOVEMBER YE 4TH 1702
IN THE 52^{D} YEAR OF HIS AGE
BY A WOUND IN HIS LEGG RECEIUED IN AN ENGAGEMENT WITH
MONS^{R} DU CASSE
BEING MUCH LAMENTED.

Other monuments of note are those of Malcolm Laing

and his wife (1794) and Dr. Fortunatus D'Warris and his step-daughter (1792), all by John Bacon, R.A.; Edward Manning (1756), Member of the House of Assembly for Kingston; John Wolmer, the founder of Wolmer's School; William May, Rector (1772); Captain Samuel Phillipps (1757), who received a gold medal and chain for cutting out H.M.S. *Solebay* from St. Martin's Road; John Jacques (1815), first Mayor of Kingston; and Vice-Admiral Bartholomew Rowley (1811). In the churchyard are the tombs of Janet Scott, sister of Michael Scott (author of "Tom Cringle's Log"), of Robert Bogle, his brother-in-law, and of Robert Hamilton, who was the original "Aaron Bang" in the "Log."

Amongst other places of worship in Kingston are the **Roman Catholic Cathedral,** a handsome building with a large dome, at the eastern end of North Street; St. George's in East Street, St. Michael's in East Queen Street (both Anglican); the Scotch Kirk in Duke Street, the Calabar Church (Baptist) in East Queen Street, and the Jewish Synagogue in East Street.

Beyond the Parish Church and facing down King Street is a **Statue of Queen Victoria** from the chisel of E. Edward Geflowski, erected in 1897 at a cost of £800, which was voted by the Legislature to commemorate the Diamond Jubilee. Though the statue was not overthrown by the earthquake ten years later, it was turned about a third of the way round on its pedestal by that occurrence.

Behind it is **Victoria Park,** an open space, now adorned with trees and with a fountain, which was formerly used as a market and a parade ground for the troops. It was for many years known as the Parade Garden; but in 1914 the name was, at the suggestion of the local Victoria League, changed by the Mayor and Corporation of Kingston to Victoria Park. On February 14th of that year the ceremony of naming the park was performed by Her Highness Princess Marie Louise, grand-daughter of Queen Victoria. The statue on the east side represents Edward Jordan, a native of the island who took a prominent part in the emancipation movement and was decorated with the C.B. On the north side is the statue of Dr.

Bowerbank, a former Member of the House of Assembly and Custos of Kingston (1862), who originated many local charities.

The **Ward Theatre,** presented to the city by the late Lieut.-Colonel Hon. C. J. Ward, C.M.G., for many years Custos of Kingston, is in North Parade Street at the north side of Victoria Park. It was designed by Mr. Rudolph Henriques, a local architect, erected by his firm, and opened in 1912. A portrait of the generous donor, by Mr. Tennyson Cole, hangs in the vestibule.

The **Coke Chapel,** which also faces the Park (on the east side), is of interest from its having been erected on the site where Doctor Coke, Wesley's colleague, used to preach.

Headquarters House, where the Legislative Council has met since 1870, when the Government was removed from Spanish Town to Kingston, stands at the junction of Duke and Beeston Streets. It is one of the few buildings of note in Kingston that escaped the earthquake and conflagration of 1907, and is said to owe its origin to a wager made by four wealthy merchants, Jasper Hall, Thomas Hibbert, John Bull, and another, as to who should build the most magnificent dwelling. The result was the erection of Jasper Hall (which, till the earthquake, stood in High Holborn Street), Headquarters House, Bull House in North Street, and a house in Hanover Street, once called "Harmony Hall." History does not relate who won the bet, but Mr. Frank Cundall, who tells the story, thinks that it should have been Jasper Hall. Headquarters House during the lifetime of Thomas Hibbert, who arrived in Jamaica in 1734 and became one of the principal and most wealthy merchants of Kingston, was called "Hibbert's House," and it was given its present name when it was acquired by the War Office. Mr. Hibbert was buried on Agualta Vale estate, now the property of Sir John Pringle, in St. Mary, where his tomb can be seen.

The **Institute of Jamaica** in East Street, rebuilt after the earthquake in reinforced brick and concrete (A. E. Herschel, architect), has a library of over 21,000 volumes, which is especially rich in Jamaican and West Indian literature. The collection includes an extremely rare set of old news-

papers and a unique series of almanacs and handbooks. Members (5*s.* per annum), subscribers to the library (2*s.* per quarter), and members of affiliated societies (no fees) can borrow books. The Institute also has a reading-room, a museum of unique interest, containing as it does zoological, geological, botanical, and archæological specimens, and an art gallery with a collection of portraits of Jamaica worthies to the number of two hundred. In the museum may be seen the bell of the old church of Port Royal, which was engulfed in the earthquake of 1692; two silver-gilt maces, formerly belonging to the House of Assembly and the Council; the original "Shark Papers," whose story was made use of by Michael Scott in the "Cruise of the Midge," a remarkable old gibbet, and other objects of interest. In 1855 the Port Royal bell was discarded, its tone having been spoilt by a crack. Somehow or other it found its way into an old curiosity shop, from which it was rescued during the administration of Sir John Peter Grant. The bell bears the following inscription:

IHESV MARIA ET VERBUM CARO FACTUM EST ET ABITA.

from the 14th verse of the first chapter of St. John's Epistle in the Vulgate: "*Et Verbum caro factum est, et habitavit in nobis.*" It also bears a cross formed by a series of stars and two small designs in relief, placed in duplicate on opposite sides, representing the Virgin and Child, and probably St. George or St. Michael.

The story of the famous "Shark Papers," as narrated by Mr. Frank Cundall, the cultured Secretary of the Institute, is briefly as follows:

The brig *Nancy*, of 125 tons, owned by Germans by birth but naturalised citizens of the United States, left Baltimore for Curaçao on July 3rd, 1799, commanded by Thomas Briggs, her cargo consisting of dry goods, provisions, and lumber. She put in at Oruba, and proceeded to Port au Prince, in Haiti, and having carried away her maintop mast she was making the best of her way to the Isle of Ash, or Isle la Vache, a small island off the south coast of Haiti, when, on August 28th, she was captured by H.M.S. *Sparrow*, a cutter commanded by Hugh Wylie, and sent in to Port Royal with another prize, a Spanish cruiser. A "libel," or suit for salvage,

was brought in the Court of Vice-Admiralty at Kingston on September 9th, 1799, by George Crawford Recketts, Advocate-General on behalf of Hugh Wylie, Esq., Commander of H.M. cutter *Sparrow*, against " a certain brig or vessel called the *Nancy*, her guns, tackle, furniture, ammunition, and apparel, and the goods, wares, merchandise, specie, and effects on board her, taken and seized as the property of some person, or persons, being enemies of our Sovereign Lord and King, and good and lawful prize on the high seas, and within the jurisdiction of this Court." A claim for the dismissal of the suit, with costs, was put in on September 14th, backed by affidavits, in which, as it subsequently transpired, Briggs and Schultze of the *Nancy* perjured themselves freely.

While the case was proceeding, Michael Fitton, acting Lieutenant, produced certain papers which he had found in a shark caught off Jacmel, while he was cruising in the *Ferret*, a tender of H.M.S. *Abergavenny*, the flagship at Port Royal. He was cruising in company with Wylie, who was in command of the *Sparrow* cutter, another tender of the *Abergavenny*. They had gone out with the object of earning for the stationary flagship a share of the prizes which were constantly being taken by the cruisers. On rejoining after an accidental separation, Fitton invited Wylie by signal to come to breakfast ; and while waiting for him the shark was caught, and the papers were found. When Wylie came on board the *Ferret*, he mentioned that he had detained an American brig called the *Nancy*. Fitton thereupon said he had her papers. " Papers ! " answered Wylie ; " why, I sealed up her papers and sent them in with her." " Just so," replied Fitton, " those were her false papers ; here are her real ones." These papers, together with others of an incriminating nature, found in the *Nancy* some time after her capture, concealed in the captain's cabin, in a cask of salt pork, " so hard drove in that it was with difficulty they could be taken out," led to the condemnation of the brig and her cargo on November 25th, 1799. It may be mentioned here that, about three years before, the *Nancy* had been captured by a French privateer, and carried into Guadeloupe, and there condemned as American property. The old Court-house of Kingston, in which the case was tried (now used for domestic purposes), is still standing at the south-west corner of Hanover and Harbour Streets. The shark's jaws were set up on shore, with the inscription, " Lieut. Fitton recommends these jaws for a collar for neutrals to swear through."

The actual papers found in the shark lay until 1890 (with the affidavit of Lieut. Fitton) in the archives of the Court of Vice-Admiralty, together with many other documents of great interest connected with Jamaica's early history. They are now preserved in the Institute of Jamaica. They consist of letters written in German, and are wrapped in another piece of paper, on which is written a memorandum

of their authenticity by John Fraser, who was then Surrogate in the Court of Vice-Admiralty. Copies have been made for reference of all the papers now in the Vice-Admiralty Court concerning this strange case, and from these have been gathered the particulars given above.

In the United Service Museum, London, is the head of the shark which swallowed the papers. In this connection it may be mentioned that another case somewhat similar, though fraught with less dramatic results, occurred some years ago at Kingston, when a well-known resident by the harbour shot an alligator, and found in it the collar of his wife's favourite cat!

The **Jamaica Club** is housed in a spacious building in Hanover Street, and the **Masonic Temple** is also situated in the same thoroughfare.

In **Wesley Chapel,** in Tower Street, used to stand one of the most curious pulpits in the Empire. It was built around the mast of a ship sunk in the ground and encased in copper, and stood 24 feet high. It was encircled by a spiral staircase all made of wood, the whole being constructed of Jamaica mahogany. The pulpit was the work and the gift of a black man who had been a slave, and it had been valued at £400; but it was wrecked by the earthquake of 1907 and was not restored.

To the north of the old racecourse are the twin buildings of **Wolmer's Schools,** now Kingston's foremost school, a charity established by John Wolmer, a goldsmith of Kingston, by his will dated May 21st, 1729. Behind them is the **Mico College** for training elementary school teachers, (founded under the Lady Mico charity in 1834), reconstructed after the earthquake, then partially destroyed by fire in 1910, and again rebuilt. The Mico Charity was originally established by the will of Lady Mico, widow of Sir Samuel Mico, a member of the Mercers' Company, who died in 1666 and left £1000 " to redeem poor slaves." By the middle of the nineteenth century the original sum had increased to £120,000, which, when slavery was abolished, enabled the college to be founded.

At the village of **Halfway Tree** there is a memorial to King Edward which takes the form of a clock-tower em-

bellished with a bust of the late sovereign, and, under it, the words :

KING EDWARD VII THE PEACEMAKER.

The memorial, which owed its inception to Mr. L. A. Rattigan, a patriotic son of Jamaica, was unveiled on March 28th, 1913, by Governor Sir William Manning. The parish church of St. Andrew, near by, like that at Kingston, lost its tower as a result of the earthquake of 1907, and its nave has been extended westward over the site of it. The first church was built on the old burial-ground between Constant Spring Road and King's House. The second, which was built in 1685 near the present site, was ruined by the earthquake of 1692. The present church was completed in 1700, but it has been much altered since then. The registers date back to 1666 and are the oldest in the island, though the earlier ones are only a transcript. Though he was buried in Kingston, Admiral Benbow's burial is recorded in the St. Andrew's register. Among the monuments of interest may be mentioned those of the Hon. James Lawes (1733), by John Cheere, one of the best pieces of iconic sculpture in the island ; Zachary Bayly (1769), with an epitaph by his nephew and heir, Bryan Edwards the historian ; Admiral Davers (1746) ; and General William A. Villettes (1808), Lieut.-Governor, by Sir Richard Westmacott. Rear-Admiral Charles Holmes, Commander-in-Chief, 1760–61 ; Christopher Lipscomb, first Bishop of Jamaica ; Lucas Barrett, geologist ; Commodore Peter Cracroft (1865) ; and Sir James Fergusson, who was killed by the earthquake of 1907, were buried in the churchyard.

In the old burial-ground at Halfway Tree lie buried George Bennett, who " came here a soldier under General Venables," and two infant sons of Governor Sir William Beeston, who died in 1677 and 1678, and Elizabeth Dalling.

King's House, the official residence of the Governor, is about four miles from Kingston in the parish of St. Andrews, on the Liguanea Plain. Like the Public Buildings it was designed by Sir Charles Nicholson and is constructed of reinforced concrete. The building comprises three floors,

the rooms being arranged round an open *patio*, and most of them opening on to broad verandahs. The billiard- and ball-rooms are lofty apartments, the latter measuring 70 feet by 30 feet. The grounds cover about 177 acres.

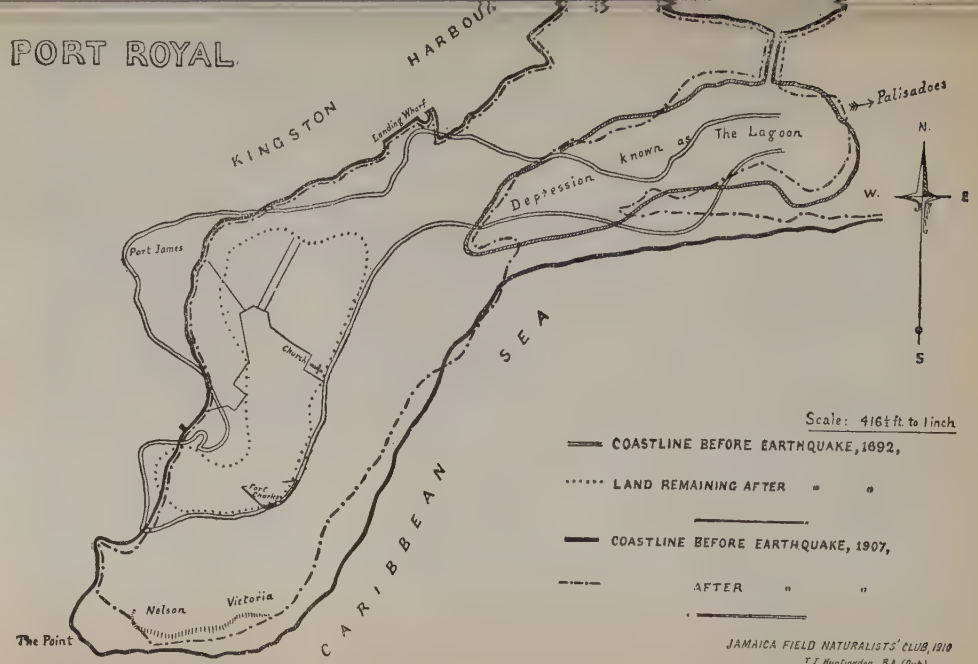
The historic town of **Port Royal** stands at the extremity of the spit of sand known as the Palisadoes, which protects Kingston Harbour. It can be reached by motor-launch or boat. It is of great historic interest, and was, prior to the earthquake of June 7th, 1692, considered "the finest town in the West Indies, and at that time the richest spot in the universe," being as it was the headquarters of the buccaneers, and as such the emporium and mart of their ill-gotten wealth.

The rector of the parish thus described the disaster:

Whole streets, with their inhabitants, were swallowed up by the opening of the earth, which, when shut upon them, squeezed the people to death, and in that manner several were left with their heads above ground, and others covered with dust and earth by the people who remained in the place. It was a sad sight to see the harbour covered with dead bodies of people of all conditions, floating up and down without burial, for the burying place was destroyed by the earthquake, which dashed to pieces tombs, and the sea washed the carcases of those who had been buried out of their graves.

At Green Bay, across the harbour, there is still to be seen the tomb of Lewis Galdy, a native of Montpelier in France, a merchant, Member of the Assembly, and Churchwarden of Port Royal, who "was swallowed up" by the earthquake, and by the providence of God was, by another shock, thrown into the sea and saved. The tomb is inscribed:

HERE LYES THE BODY OF
LEWIS GALDY, ESQ.,
WHO DEPARTED THIS LIFE AT PORT ROYAL THE 22ND DECEMBER
1739.
HE WAS BORN AT MONTPELIER IN FRANCE, BUT LEFT THAT
COUNTRY FOR HIS RELIGION AND CAME TO SETTLE
IN THIS ISLAND, WHERE HE WAS SWALLOWED UP IN
THE GREAT EARTHQUAKE IN THE YEAR 1692
AND BY THE PROVIDENCE OF GOD WAS BY ANOTHER SHOCK
THROWN INTO THE SEA, AND MIRACULOUSLY SAVED BY
SWIMMING UNTIL A BOAT TOOK HIM UP; HE LIVED
MANY YEARS AFTER IN GREAT REPUTATION, BELOVED BY ALL
WHO KNEW HIM, AND MUCH LAMENTED AT HIS DEATH.



A Plan of Port Royal showing the coast-lines before and after the earthquakes of 1692 and 1907.

Port Royal was destroyed by fire in 1702, and again in 1816; and in 1722 it was devastated by a hurricane.

In front of the officers' quarters is a lawn, at each corner of which is a colossal figure-head painted in gaudy colours. One is the figure-head of H.M.S. *Aboukir*, a former port guardship, wrongly said to represent Lord Nelson.

The chief objects of interest are, however, the church and Fort Charles, where Nelson commanded in 1779. The staircase or entrance to what is known as "Nelson's Quarter Deck"—a space on the ramparts adjoining the great hero's quarters—still stands as shown in the illustration. Over the doorway the arms of Nelson are emblazoned on a panel, and on an adjacent wall there is the stirring injunction:

IN THIS PLACE DWELT HORATIO NELSON
YE WHO TREAD HIS FOOTPRINTS
REMEMBER HIS GLORY.

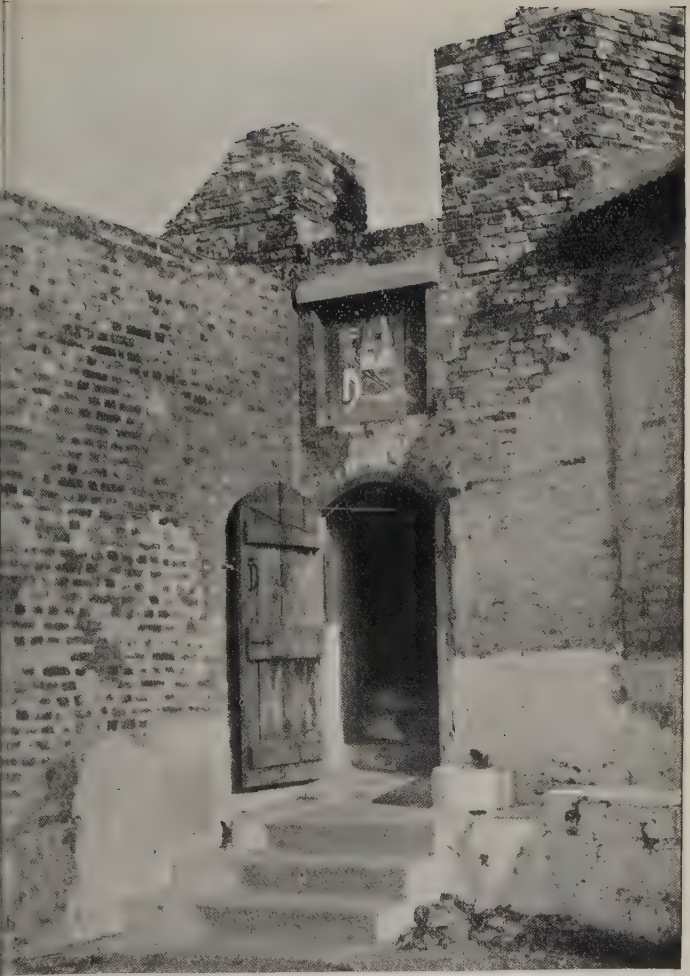
The fort takes its name from King Charles II. It was commenced in 1662, and rebuilt by Lilly in 1699 after the earthquake. St. Peter's Church, built in 1725–26, contains a large number of naval and military monuments, the most striking among which are those to Lieutenant William Stapleton, R.N. (1784), who was killed by the bursting of a cannon at Port Morant (by Roubiliac), and to Captain Augustus James de Crespigny (1825), who served under Nelson at Trafalgar.

Port Royal used to be an important naval station, but the dockyard has now been closed and reduced to the position of a "cadre" after an existence of practically two and-a-half centuries. The port guardship H.M.S. *Urgent* was removed in 1903.

On the Palisadoes is **Gallows' Point,** now a mangrove-covered promontory, where many a pirate was hanged as described in "Tom Cringle's Log":

> The signal had been given—the lumbering flap of the long drop was heard, and five-and-twenty human beings were wavering in the sea breeze in the agonies of death! The other eighteen suffered on the same spot the week following; and for long after, this fearful and bloody example struck terror into the Cuban fishermen.

There is also a burial-ground on the Palisadoes.



THE ENTRANCE TO NELSON'S QUARTERS

Nelson's coat-of-arms can be seen painted up over this door at Port Royal, Jamaica

On the Hope road, out of Kingston, is the **Jamaica College,** one of the Colony's principal boys' schools, and also **Hope Gardens,** a beautiful botanical garden, covering 110 acres, which is the headquarters of the Director of Agriculture, and is reached by tram (5½ miles from the city). It occupies the site of Hope Sugar Estate, once the property of Lady Temple, afterwards Marchioness of Buckingham. Large nurseries contain upwards of 100,000 plants, such as orange, cocoa, rubber, nutmeg, mango, coffee, etc. The Farm School which is attached to the gardens affords agricultural training to the sons of small farmers. A botanical station of still greater beauty is that known as **Castleton Gardens** in the parish of St. Mary, on the road between Kingston and Annotto Bay. The gardens, which are 19 miles from Kingston, are 456 feet above the sea and contain a large collection of tropical plants and economic spice and fruit trees. The Gardens, which were established in the year 1862 on the banks of the Wag Water, are a 19-mile drive over Stoney Hill and down the valley of the Wag Water. Lunch may be had at Castleton Cottages. In the Gardens may be seen in lavish profusion specimens of almost every known tropical plant, including cocoa trees, rubber, kola, cardamoms, nutmegs, pineapples, etc., and other economic plants.

The tram-cars run beyond Hope Gardens to Papine corner, from which a drive may be taken up the romantic Hope River valley to **Gordon Town** (9 miles from Kingston). Here ponies or buggies can be obtained for a ride or drive to **Newcastle,** the old military cantonment, 4,000 feet above the sea (19 miles from Kingston), which was established during the Governorship of Sir Charles Metcalfe (1839–1841), for the white troops whose health suffered through epidemics in the plains. This interesting spot can also be reached direct from Kingston by motor-car over a driving road completed in recent years. The barracks, mess rooms, etc., are perched in terraces on the mountain side and command superb views of Kingston and its harbour lying like a relief map far below. Away to the west on a slightly higher elevation are the cantonments of **Greenwich.**

From Newcastle to **Catherine's Peak** there is a fair

riding-road. The view of both sides of the island from the summit (5036ft.) is very beautiful. The road from Newcastle is continued to **Hardwar Gap** and down the Buff River Valley to Buff Bay on the north side of the island.

From Gordon Town the drive may be extended through exquisite scenery to **Mavis Bank,** lying in a superb amphitheatre of hills in the heart of the district which produces the world-famous Blue Mountain coffee.

The expedition to **Blue Mountain Peak** (7388 ft.) and back takes two days, and should only be undertaken by those who can ride or care for hill-climbing on foot. Arrangements for the trip can be made at the offices at the Jamaica Tourist Association (*see* page 264). Tourists are recommended to drive to Gordon Town or Mavis Bank early enough to arrive by 9 A.M. There they can be met by ponies, ordered overnight, and proceed by zigzag bridle-paths up the mountain side past Petersfield coffee plantation, over Guava Ridge, through Mavis Bank, passing the church on the left, down Green Valley, over the river, and then turning abruptly to the left. Magnificent views are obtained of Cinchona, Catherine's Peak, Content Gap, and the valley of the Clyde. **Cinchona** was the scene of an experiment with the production of cinchona for the manufacture of quinine in 1868. Agriculturally the experiment was a success but the planters embarked too late on the cultivation of the tree. The price of quinine fell and they lost their money. The plantations at Cinchona were closed in 1886. The night can be spent in a small hut at the summit of Blue Peak.

Spanish Town, or St. Jago de la Vega, on the banks of the Rio Cobre (the Copper River) (half-an-hour from Kingston by train), was the former capital of the island. Visitors who prefer to drive to Spanish Town along the broad high road pass the historic **"Ferry Inn"** at the boundary between Kingston and St. Catherine, just before the seventh milestone and the huge **silk-cotton tree** near by, referred to in "Tom Cringle's Log," whose trunk is described as "twenty feet through of *solid* timber; that is, not including the enormous spars that shoot out like buttresses,

and end in strong twisted roots, that strike deep into the earth and form stays, as it were, to the tree in all directions."

The **"Ferry Inn,"** which was once a popular "half-way house," has long since fallen from its high estate, the need for it having been obviated since the construction of the railway. Lady Nugent makes several references to it in her Journal.* She visited it on various occasions in 1803, and wrote :

> I was much entertained ; for the Inn is situated on the road between Kingston and Spanish Town, and it was very diverting to see the odd figures and extraordinary equipages constantly passing —kittareens, sulkies, mules, and donkies. Then a host of gentlemen, who were taking their *sangaree* in the Piazza ; and their vulgar buckism amused me very much. Some of them got half tipsy, and then began petitioning me for my interest with *his Honour*—to redress the grievance of one, to give a place to another, and so forth ; in short it was a picture of Hogarth . . .

Spanish Town was once a town of considerable importance, and the well-constructed group of Government Buildings round its central Square testifies to its former grandeur. Among the more notable of these is the old **King's House,** the former official residence of the Governors, on the west side. It was built from designs by Craskell, the then engineer of the island. The plans were approved during the administration of Lieut.-Governor Henry Moore in 1759–62, and the building was completed in 1762, after the arrival of the Governor, William Henry Lyttelton. The expense of building the house, which was considered the "noblest and best edifice of the kind, either in North America or any of the British Colonies in the West Indies," amounted to nearly £21,428 sterling. The façade is about 200 feet long, and we are told that the freestone used in its construction came from the Hope River course in St. Andrew's. The columns supporting the portico are of Portland stone, and the pavement of white marble. Long, in his "History of Jamaica," gave the following description of the interior as it was in about 1774 :

* First printed for private circulation in 1839 ; published in an abbreviated form in 1907 (*see* Books on the West Indies, page 28).

Two principal entrances lead through it into the body of the house; the one opens into a lobby or antechamber, the other into the great saloon, or hall of audience, which is well proportioned, the dimensions being about 73 by 30 feet and the height about 32; from the ceiling, which is covered, hang two brass gilt lustres. A screen, of seven large Doric pillars, divides the saloon from an upper and lower gallery of communication, which range the whole length on the west side; and the upper one is secured with an elegant entrelas of figured ironwork. The east or opposite side of the saloon is finished with Doric pilasters, upon each of which are brass girandoles double-gilt; and between each pilaster, under the windows of the attic story, are placed, on gilt brackets, the busts of several ancient and modern philosophers and poets, large as life; which, being in bronze, the darkness of their complexion naturally suggests the idea of so many Negroe Caboceros, exalted to this honourable distinction for some peculiar services rendered to the country. At the north end, over a door which opens into the lobby, is a small movable orchestra, made to hold a band of music on festive occasions. The furniture below consists of a great number of mahogany chairs and settees, sufficient to accommodate a large company, this room being chiefly used for public audiences, entertainments, balls, and the hearings of chancery and ordinary. At the south end are three folding doors, opening into a spacious apartment, in which by the Governor's permission, the Council usually meet; whence it has received the name of the council-chamber. . . . Above the council-chamber is a banqueting-room, or drawing-room, of the same size, hung with paper, and neatly furnished. This room communicates with the upper gallery and a back staircase, and enjoys a view of the saloon through some windows ranging with those of the attic story: it is seldom used except on public days, and is perfectly well calculated for the purpose. These different apartments take up about one-half of the whole building. The room over the lobby, being somewhat darkened by the pediment of the portico, was converted by Governor Lyttelton into a chapel for private devotions. It is neatly fitted up, and with great propriety adapted to this use. The northern division of the house consists of three large rooms below, communicating with each other, and with a long gallery, all of which are handsomely furnished and well lighted: this gallery has commonly been used either for public suppers, when balls were given in the hall, or as a sheltered and retired walk in wet weather. The upper story is disposed in a suite of chambers, divided by a long narrow gallery from a range of smaller apartments.

Curiously enough, as was the case with the Law Courts in London, the provision of a grand staircase was overlooked when the designs were passed. Opposite King's House is the building in which the House of Assembly used to meet.

The north side of the Square is graced by a stately

memorial to Admiral Rodney, who defeated De Grasse off Dominica on April 12th, 1782. A temple, with a cupola and lanthorn supported on open arches, and connected with the neighbouring buildings by a colonnade, shelters a statue of the naval hero by the elder Bacon. On the front panel of the pedestal is the following inscription :

GEORG. BRYDG. RODNEY
BARON RODNEY
NAVAL. PRAEL. VICTORI
PRID. ID. APRILIS
A.D., MDCCLXXXII.
BRITANN. PACEM REST.
D.D.D. S.P.Q. JAMAICENSIS.

This may be rendered :

TO GEORGE BRYDGES RODNEY
BARON RODNEY
VICTOR IN A SEA FIGHT
ON THE DAY BEFORE THE IDES OF APRIL
IN THE YEAR OF OUR LORD 1782.
HE RESTORED PEACE TO BRITAIN.
THE LEGISLATURE AND THE PEOPLE OF JAMAICA
PRESENTED [THIS MEMORIAL].

Rodney is represented as clad in a short-sleeved tunic and he has a cloak over his right arm. On his feet are sandals and a Medusa's head is suspended from his neck. This statue was considered one of Bacon's finest works. It is flanked by two bronze cannon, cast at Douai in 1748 by Jean Maritz, which were captured from the *Ville de Paris*, the magnificent vessel which was the gift of the city of Paris to Louis XV. One of these extremely handsome pieces of ordnance, whose decoration was on a par with the splendour of the French flagship, is called " Le Précipice," and the other " Le Modeste," and they bear the following inscription :

ULTIMA RATIO REGUM
PLURIBUS NEC IMPAR,
LOUIS CHARLES DE BOURBON
COMTE D'EU
DUC D'AUMALE.

Precisely similar cannon are included in the collection at the Tower of London.

The memorable battle of the Saints (*see* page 243) which secured to England her West Indian colonies, was fought off Dominica and the islands from which it took its name, on April 12, 1782.* It began at 7 A.M. and lasted until 6.30 P.M. The English lost 261 killed and 837 wounded, and of the French no fewer than 14,000 were accounted for as captured or killed. The *Ville de Paris* carried 108 guns and 1,300 men.

When Spanish Town ceased to be the capital of Jamaica, during the governorship of Sir John Peter Grant in 1870, Rodney's statue was removed to Kingston, but such was the outcry of the inhabitants of the former city, that it had to be replaced. In the Gallery in the Institute of Jamaica is the painting by R. E. Pine, exhibited at the Royal Academy in 1784, and described as "Portrait of Lord Rodney in action aboard the *Formidable*, attended by his principal officers," the time chosen for reproduction being evidently that when the *Ville de Paris* struck her flag to the *Barfleur*.

Near the Square is the **Cathedral,** dedicated to St. Catherine. It is constructed of red bricks, which form a pleasing contrast to the surrounding foliage. An inscription over the door records that the church was "thrown downe by ye Dreadfull Hurricane of August ye 28th Anno Domini MDCCXII" and was rebuilt in 1714. The present tower was added in 1817, and the edifice was restored in 1901 in commemoration of the glorious reign of Queen Victoria. The Cathedral is one of the three oldest ecclesiastical buildings in the West Indies, the others being the Cathedrals of Havana and Cartagena. The first recorded interment in it is that of Catherine Lyttelton, wife of Sir Charles Lyttelton. The Cathedral has many monuments, the most notable being one by Bacon, erected by the people of Jamaica to the Earl and Countess of Effingham, who died in 1790.

On a pyramidal obelisk of marble is an urn decorated with festoons of flowers and the arms of the Earl of Effingham. Above are re-

* An account of the Battle of the Saints, as the engagement was called, is given in "West Indian Tales of Old." London: Duckworth and Co.

presented the Chancellor's seal of the island, the mace and sword, and the scales of Justice. On one side of the monument, supporting the urn, is a figure emblematic of Jamaica, bearing the crest of the island on her zone; on the other side a boy holding an olive branch in his hand resting on a cornucopia full of tropical fruits, while his right hand rests on a shield on which are blazoned the arms of Jamaica, which are heraldically described: argent on a cross gules, five pine-apples; dexter supporter an Indian female, in her exterior hand a basket of fruit; sinister, an Indian warrior, in his exterior hand, a bow, both plumed. Crest, an alligator passant. Motto: *Indus uterque serviet uni.* (The Indians twain shall serve one Lord).

Other notable memorials in the Cathedral are those to the wife of Sir Adam Williamson and Dr. Brodbelt (both by Bacon), Sir Basil Keith, Governor of Jamaica (d. 1777), by J. Wilton, R.A.; Colonel William Selwyn, Governor of Jamaica (d. 1702); Sir Thomas Modyford, Governor of Jamaica (d. 1679); Sir Thomas Lynch, Governor of Jamaica (d. 1684); The Earl of Inchiquin, Governor of Jamaica (d. 1692) (erected by the present Lord Inchiquin); Samuel Long, Speaker of the Assembly, Chief Justice (d. 1683); Peter Beckford, Lieut.-Governor (d. 1710); Anne, wife of Sir Adam Williamson, Lieut.-Governor (d. 1794); Colonel John Colbeck, who "came with ye army that conquered the island" (d. 1682); Major-General James Bannister, late Governor of Surrenham [Surinam] (d. 1674); and Humphrey Freeman, "who was at ye takeing of this island" (d. 1692). The monuments include one of the Countess of Elgin, wife of Governor the Earl of Elgin (1842–46), and another, which particularly deserves attention, was erected to a distinguished barrister and former Advocate-General of the island, who "enjoyed the uncommon felicity to be unenvied by any, the delight and admiration of all."

Spanish Town once had a monastery, an abbey, and two churches, of which, however, no traces now remain. In 1655, the very year in which the English took the island, Vice-Admiral William Goodsonn, one of the Commissioners charged with the conduct of the expedition sent out by Cromwell, requested that "some godly ministers with monies for their maintenance" should be sent out; and it was one of the instructions to Colonel Doyley when he

was made first Governor of the colony in 1661, that he should give the "best encouragement to ministers that Christianity and the Protestant religion, according to the profession of the Church of England, may have due reverence and exercise amongst them," and five ministers were soon sent out. In 1664 there was but one church in the whole island (at Spanish Town), "being a fair Spanish Church ruined by the old soldiers but lately in some measure repaired by Sir Charles Lyttelton."

In **Mulberry Garden,** the present Poor House, there is a noble tamarind tree under which, it is said, Colonels Raymond and Tyson were shot for conspiracy in 1660.

Eagle House, which stands behind the Public Hospital in King Street, is full of historic associations. Locally it is known as John Crow House, from the eagle which surmounts one of its gate-posts. It is said to have been the residence of William O'Brien, second Earl of Inchiquin, Governor of Jamaica 1660–61.

To **Bog Walk** (*boca de agua*, or water's mouth), a very beautiful gorge of the Rio Cobre, is a charming drive from Spanish Town. A pleasant excursion can be made from Kingston by taking the early morning train to Spanish Town, and driving thence through the gorge to the village of Bog Walk. At the lower end is the Dam of the Rio Cobre irrigation canal, and at the upper end is Gibraltar Rock, through which the railway to Ewarton passes by means of a tunnel half-a-mile long. After resting the horses for half-an-hour, the tourist should drive back to within three miles of Spanish Town. Here he can leave the buggy and embark on a punt on the irrigation canal—which, shaded as it is by coco-nut palms and tropical foliage, is of surpassing beauty—rejoining the buggy again within a short distance of Spanish Town. After luncheon at the Rio Cobre Hotel, he can return to Kingston by train, the whole trip occupying the best part of a day, though, of course, much less by motor-car.

From Spanish Town a branch of the Government Railway runs by a circuitous route to Port Antonio on the north side and towards the eastern end of Jamaica. The

line runs up Bog Walk on the right bank of the Rio Cobre, crosses the island to Annotto Bay (*see* below) through large areas under banana cultivation to its destination.

Port Antonio, on the north side of the island, 75 miles by train from Kingston, is the headquarters of the United Fruit Company of Boston, Mass. It is situated on the shore of a magnificent harbour divided into two parts by a promontory on which their palatial Hotel Titchfield stands. The small island opposite it is called **Navy Island.** The town is divided into two parts, Upper and Lower Titchfield (named after the settlement, which was called Titchfield after one of the titles of the first Duke of Portland, who gave his chief title to the parish), the former standing on a peninsula and the latter extending along the sea-shore. The old military barracks in the upper town are now used as a school. Formerly a village of modest dimensions, Port Antonio has been raised to a position of importance through the development of the banana industry. During the Spanish-American war of 1898 it was the headquarters of the war correspondents and Press representatives.

Many pleasant drives can be taken from Port Antonio, the more notable being those to **Moore Town**—the site of a Maroon settlement (*see* page 289)—the **Blue Hole,** a lagoon of exquisite beauty, and the Swift River.

From Port Antonio, **Montego Bay,** the second town of Jamaica, situated on the north coast near the west end of the island, can be reached by the coast road by motor-car in about eight hours or carriage in three days (distance 128½ miles). The first place of importance reached is **Annotto Bay** (28½ miles) on the right bank of the mouth of the Wag Water (a corruption of the Spanish *Agua alta*) river. This is a shipping port on the railway line between Kingston and Port Antonio. The quaint belfry of the Chapel in the main street, which resembles an exaggerated meat-safe, should be noticed.

Port Maria (44½ miles) is a thriving port much frequented by fruit steamers, which are loaded here with bananas from St. Mary's parish.

Oracabessa (51½ miles), is a small town but an important

fruit centre. The name is said to be derived from Cabeza de Oro, the "Golden head."

Ocho Rios (64½ miles) is a small town with a well-protected harbour of growing importance. The name has been interpreted to mean "eight rivers," but it is more probably derived from *chorréra*, a spout, after the waterfall near by. It was here that Sasi, the Spanish Governor who had given up the island to Penn and Venables in 1655, landed again and was defeated by Governor Doyley in 1657. Sasi, whose camp had been "in a swampy place" (now identified with Shaw Park estate), retreated to a bay about eight miles to the west, which has ever since been called "Runaway Bay," and here he embarked in a canoe and made good his escape. The Fern Gully and the Roaring River Falls can be visited from Ocho Rios or taken en route to Moneague, Ewarton, and Kingston (*see* next page).

St. Ann's Bay (71½ miles) is the Santa Gloria of Columbus. Here, says Mr. Cundall, the discoverer anchored on May 3rd, 1494, and not far from here (possibly in Don Christopher's Cove) he ran his caravels ashore on June 24th, 1503, staying until June 28th, 1504.* The fort erected in 1777 is now used as a slaughter-house. Windsor Fort was erected in 1803.

Dry Harbour (85½ miles), a small town of no importance, has been identified by Mr. Frank Cundall as Puerto Bueno, where Columbus landed after discovering Jamaica on May 4th, 1494. On Hopewell and Cave Hall estates, about 1½ miles distant, are some interesting caves. Six miles inland is Brown's Town (1,200 feet), the largest township in St. Ann.

Rio Bueno (90¾ miles) has an old fort called Fort Dundas, which bears the date of 1778. In the Great House of Bryan Castle (about 2¾ miles from Rio Bueno) Bryan Edwards wrote his famous "History of the West Indies," which was first published in 1799.

Falmouth (106½ miles from Port Antonio) was once a shipping port of consequence. In the spacious Court House are portraits of General Sir John Keane, Lieut.-

* "Preservation of Historic Sites, etc., in the West Indian Colonies," Colonial Report, Miscellaneous, No. 84, 1912.

Governor from 1827 to 1829, and Sir Charles Metcalfe, Governor from 1839 to 1842. The **Parish Church** contains monuments to John Hodges (1787), a member of a well-known West Indian family, and James Blake (1753).

From Falmouth to Montego Bay (*see* page 287) the distance is 22 miles.

From Bog Walk on the Port Antonio line a branch line of the railway runs to **Ewarton** (17¼ miles, one hour). From here an enjoyable expedition can be made over **Mount Diablo** (10 miles) to **Moneague,** whence a drive may be taken through the famous **Fern Gully** to Ocho Rios and the **Roaring River Falls.** The road over Mount Diablo, or Diavolo, affords superb views of the Blue Mountains. Fern Gully is a natural gorge of surpassing beauty, with steep sides covered with ferns, through which a winding road runs towards Ocho Rios. Sir Harry Johnston described the gully, which he was largely instrumental in saving from vandal banana growers, to the writer, in the following terms: "It is an amazing botanical exhibit, with about twenty-five different species of ferns, tree-ferns here and there at the top, ferns with immense fronds, filmy creeping ferns, ferns with fronds like curled wire or carved green bronze, an epitome, in fact, of the fern sub-class."

Roaring River Falls is the largest waterfall in the island. The water descends in a series of foaming white cascades and is broken in its course by rocks, on some of which plants and palms have maintained a foothold.

St. Ann's Parish is deserving of more than a brief stay. Hollymount House on Mount Diablo is itself well worth a visit; the views from it are of exceptional beauty. There are pretty walks through the forest amid orchids and ferns, and many butterflies, also parrots, parakeets, and other strange birds are seen.

After leaving Spanish Town, the main line of the railway proceeds through a fertile banana district to **May Pen,** the junction for the Clarendon branch.

From there an expedition can be made to the ruins of **Colbeck Castle,** which dates from the seventeenth century.

At **Milk River,** 13 miles from May Pen station and 12 miles from Clarendon Park (buggy hire for one person 8*s*.,

for two 12*s*., or for three 15*s*.), there is a thermal mineral bath, an analysis of the waters of which gives the following results :

Chloride of sodium	20.77	Chloride of potassium	0.16
Sulphate of soda	3.40	Chloride of calcium	1.50
Chloride of magnesium	4.12		

Besides traces of lithia, bromine, and silica.

The efficacy of the waters has stood the test of over a century. Jamaica has no fewer than fifteen mineral springs, including saline, calcic, sulphurous, and chalybeate waters, but only those at Milk River and the bath of St. Thomas the Apostle at Bath in St. Thomas-in-the-East are put to systematic use. The river abounds in fish, including calipevers, mullet, etc. From Milk River Bath a visit can be made to the sugar-growing district of **Vere.** At the south-eastern extremity of Vere is **Portland Cave,** at the foot of Portland Ridge, a visit to which is, however, only recommended to the adventurous. From Vere a splendid road passing the Salt River and Cockpit River leads to **Old Harbour.**

Williamsfield (53 miles, two hours 20 minutes from Kingston) is the station for **Mandeville** 2,000 feet), a popular resort which owes its name to the second title of the Duke of Manchester, Governor in 1808. The village (5 miles from the station) has its church, school-house, and Court House. Many enjoyable drives can be taken to places in the neighbourhood, one to **Spur Tree Hill** being deservedly popular. Conveyances may be obtained for the drive to **Malvern** in the Santa Cruz Mountains (28 miles, fare 40*s*.), which can, however, be reached more expeditiously from **Balaclava Station** ($70\frac{3}{4}$ miles from Kingston by rail). Near Balaclava Station are the celebrated Oxford Caves in the May Day Mountains on Oxford Pen, about 1000 feet above sea level. The various galleries and halls which extend for several hundred yards under the mountains contain many curious stalagmites and stalactites. The climate of the Santa Cruz Mountains is the finest in the island, and is particularly well suited to those suffering from pulmonary complaints. On the Santa Cruz Mountains are Potsdam and Hampton, the boys' and girls' schools of the Munro

and Dickenson Trusts, which owe their existence to the liberality of two former residents of St. Elizabeth. From Malvern a visit may be paid to the Maggotty Falls on the road to **Ipswich Station** (85¾ miles from Kingston by rail).

Near **Cambridge Station** (97¾ miles) is the Seven Rivers Cave (*see* page 289).

Montpelier (102¾ miles) is in the midst of what is probably the most beautiful and fertile agricultural country in Jamaica. It forms part of the long, wide valley which extends from Montego Bay east for fifty miles or more, and provides most of the twenty thousand stems of bananas shipped each week from that port.

From Montpelier, **Savanna-la-Mar,** the principal town of Westmoreland, is reached (21¼ miles). It is the shipping port of a prosperous sugar-growing district which also produces coffee, ginger, and logwood. The **Parish Church,** built as recently as 1903–4, occupies the site of one erected in 1799. The tomb of the founder, George Murray (1804), can be seen.

Ten miles from Montpelier by rail is **Montego Bay,** the town next in importance to Kingston, and a terminus of the railway, which possesses much historic interest. When visited by Columbus on his second voyage in 1494 it was a large Indian village, and traces of Arawak life have been found in caves round the bay, where the late Dr. Bastien, of Berlin, obtained many good specimens. During the Spanish occupation much lard was exported from the town, and to this it owes its name, which is a corruption of *manteca* or hogs' butter. On **Myranda Hill** are the ruins of an old Spanish monastery. The **Parish Church** of St. James replaces an edifice believed to have been built very early in the eighteenth century, since in 1733 a Bill was passed "for appointing a proper place for building a church." The foundation-stone of the present church was laid on May 6th, 1775, and the building was opened in 1782. Hakewill described it as the handsomest church in the island. Among the monuments which it contains, those of Mrs. Rosa Palmer and Dr. George Macfarquar (1786), both by John Bacon, R.A., are conspicuous. The former is inscribed as follows :

NEAR THIS PLACE
ARE DEPOSITED THE REMAINS OF
MRS. ROSA PALMER,
WHO DIED ON THE FIRST DAY OF MAY, 1790.
HER MANNERS WERE OPEN, CHEERFUL AND AGREEABLE,
AND BEING BLESSED WITH A PLENTIFUL FORTUNE,
HOSPITALITY DWELT WITH HER AS LONG AS HEALTH PERMITTED
HER TO ENJOY SOCIETY.
EDUCATED BY THE ANXIOUS CARE OF A REVEREND DIVINE, HER
FATHER,
HER CHARITIES WERE NOT OSTENTATIOUS BUT OF A NOBLER KIND.
SHE WAS WARM IN HER ATTACHMENT TO HER FRIENDS,
AND GAVE THE MOST SIGNAL PROOFS OF IT
IN THE LAST MOMENTS OF HER LIFE.
THIS TRIBUTE OF AFFECTION AND RESPECT
IS ERECTED BY HER HUSBAND,
THE HONOURABLE JOHN PALMER,
AS A MONUMENT OF HER WORTH
AND OF HIS GRATITUDE.

This lady, who must not be confused with the wicked Mrs. Palmer to whom reference is made below (*see* page 291), was buried in the churchyard of the same church and her tombstone is inscribed :

UNDERNEATH THIS STONE
ARE DEPOSITED THE REMAINS OF
ROSA PALMER,
WIFE OF THE HON. JOHN PALMER
OF THIS PARISH,
WHO DIED THE IST DAY OF MAY, 1790,
AGED 72 YEARS.

Other monuments are to the memory of Dr. William Fowle, of Wiltshire Estate, who died July 6th, 1796 (an early work of Sir Richard Westmacott), and Mrs. S. N. Kerr (by Henry Westmacott, 1814). The handsome east window was the gift of Mr. W. F. Lawrence and others.

At **Doctor's Cave** the bathing is unsurpassed (tickets for the bathing clubhouse at Gardner's book store), and just beyond it is a well-kept sanatorium. The **Harbour** offers every facility for safe boating. The **Bogue Islands,** where oysters grow on the trees, are well worth visiting, and there are miles of coral reefs in the neighbourhood, over which visitors can pass in perfect safety, inspecting the while the most remarkable marine gardens. There are several

caves of interest in St. James' Parish, but the most noteworthy is one near Cambridge (14 miles from Montego Bay by road) called **Seven Rivers Cave,** which has many chambers adorned with fantastic stalagmites. The roads in the parish are very good for motoring, driving, or cycling, and there are several good livery stables. (Carriages: town limits 6*d.*; per hour 3*s*, 6*d.*; per day £1).

The Parade was laid out by Custos James Lawrence in 1755, and the Square—in which there is a bust of the late John E. Kerr, a prominent citizen and Custos, or chief magistrate, of the Parish of St. James—was named **Charles Square** after Admiral Charles Knowles, Governor of Jamaica from 1752 to 1756.

Near the gate of the old barracks is an octagonal and battlemented tower known as **The Dome,** where the watchman used to guard a spring called the Creek, which fills a stream of fresh water.

Among the many delightful drives which can be taken from Montego Bay the following are recommended: **Catherine Hall** (1 mile), where visitors can inspect a typical modern sugar factory, **Reading Stream,** with its historic silk cotton-trees (3 miles), **Great River,** with its many pretty falls and favourite picnic spots (6½ miles), **Rose Hall** (10 miles), **Montpelier** (10 miles)—(*see* page 287), **John's Hall Dam,** a picturesque old sugar estate dam (8 miles), and **Marley Castle,** once the home of Isaac Lascelles Winn, the great Quaker (11 miles). The site of **Maroon Town,** once called Trelawny Town, where the Maroons made their last stand against the Government in 1795, which has practically disappeared, and **Accompong,** still a Maroon settlement, are situated in the wild and romantic Cockpit Country, a district some 10 by 15 miles in extent in the west central part of Jamaica. The Maroons, who derived their name from the Spanish *cimaron*—wild or fierce—or perhaps from *cima*—mountain-top—are the descendants of escaped negro slaves of the Spaniards and the runaway slaves of the English, who for years proved a menace. They kept up a guerilla warfare with the colonists, and although treaties were made with them from time to time they were not finally suppressed until after the Maroon War of 1795, the

cost of which was £350,000. After the struggle most of the Maroons were expatriated to Nova Scotia at a cost of £49,400. Mr. Frank Cundall gives the following account of a visit to the Cockpit Country :

At one time it gave the impression of a number of stunted cones rising from a plain ; at another the feeling was one of a number of basins like the Devil's Punch-bowls of England ; at all times, except where there was a clearing for corn, bananas, or bread-kind, it appeared thickly wooded—mahogany, cedar, mahoe, Santa Maria, and broadleaf being prominent, and mosquito wood and red shingle wood, and other lesser known woods being pointed out by our guide. . . . As one rides along these defiles the mournful note of the solitaire suggests the nervousness which might have fallen on the soldiers marching through a thickly wooded, rocky, unknown country, every crag of which might conceal a foe, to whose foot such mountain paths were familiar. At Maroon Town itself, we found a clearing on which cattle were grazing, and a police station (just abandoned) built on the site of the officers' quarters of half a century ago. Near by was the well which supplied the settlement with water, and a barracks, some 130 feet long by 30 feet broad, which had once possessed an upper storey of wood, little now remaining of the stoutly built lower walls of limestone quarried in the neighbourhood. There also were the powder-house and the cells, the hospital and the kitchens and the mess-house, which, placed on an immense rock open to the sea breeze from the east, commanded a view over Trelawny to the sea by Falmouth miles away. It was once a substantial building of three storeys, the solid steps leading up to the second floor being still usable. Opposite the mess-house rise two large conical hills calling to mind the twin Pitons of St. Lucia—the one called Gun Hill (because a gun had been placed in position there, possibly the howitzer with which Walpole did great execution), the other Garrison Hill. Then we saw the tank some thirty feet long, fed by a clear stream in which the soldiers were wont to bathe ; then, saddest of all, a few tombs—one recalling the death in 1840 of a coloured sergeant of the 68th (or Durham) Regiment another to the wife of a quartermaster of the 38th Regiment who died in 1846, and a third to the paymaster of the 101st Regiment who died in 1810 ; while a nameless tomb, the oldest inhabitant told us, belonged to a Colonel Skeate, who, being ill when his regiment left, was buried by the incoming regiment. The wood behind the police station was, we were told, almost impassable. For miles the thick woods lie untrodden by man, except when a few Maroons or other negroes go hunting the wild hogs which abound, or "fowling," *i.e.* shooting pigeons.

After leaving Maroon Town we visited the chief settlement of the Maroons in the west end of the island, Accompong, and experienced rough travelling. In places there was nothing but the bare limestone rock for yards, without a scrap of earth. Nothing but a pony

bred in the district could have negotiated it successfully. But once on the main path riding was easy. One was struck by the amount of cultivation on either hand; here and there a patch of bananas, here and there yams, and so on. On reaching the town of Accompong, we saw a number of houses scattered about and a small church nearing completion. Across a "pit" stood the "Colonel's" house on the opposite side.

Rose Hall in particular calls for mention, for apart from its being typical of the palatial "great houses" in which West Indian planters lived in the days when sugar was king, it is said to be haunted by the ghost of Mrs. Palmer. This is not the lady whose virtues are recorded on the monument by Bacon in the church, but a second Mrs. Palmer—an Irish immigrant—whose residence in Jamaica was characterised by the extreme brutality with which she treated her slaves and the facility with which she disposed of her husbands. The Hon. John Palmer, of Rose Hall, was her fourth, and she wore a ring inscribed, "If I survive I shall have five." Fortunately, however, this inhuman wretch did not survive, but was herself murdered, being strangled by her slaves on the neighbouring estate of Palmyra. For many years rumour connected this modern Brinvilliers with the monument in the church, and certain marks in the neck of the figure of Jamaica—wrongly believed to be Mrs. Palmer—were pointed out by the superstitious. The monument was, however, erected to the memory of the Hon. John Palmer's first wife (*see* page 288).

The house, which was erected in 1760 at a cost of £30,000, was at that time one of the most handsome great houses in the island. Hakewill writing of it said: "It is placed at a delightful elevation, and commands a very extensive sea view. Its general appearance has much of the character of a handsome Italian villa. A double flight of stone steps leads to an open portico, giving access to the entrance hall; on the left of which is the eating-room, and on the right the drawing-room, behind which are other apartments for domestic uses. The right wing fitted up with great elegance and enriched with painting and gilding, was the private apartment of the late Mrs. Palmer, and the left wing is occupied as servants' apartments and offices. The principal staircase in the body of the house is a specimen of

joinery in mahogany and other costly woods seldom excelled and leads to a suite of chambers in the upper storey."

Drives can also be taken to **Lucea** (25 miles along the coast road to the west, 6½ hours), and **Falmouth** (22 miles, 6½ hours; *see* page 284). The church at Lucea contains a monument to Sir Simon Clarke, Bart., by Flaxman (1777).

The main coast road to the east of Kingston leads to **Rock Fort.** Three miles from Kingston is the terminus of the tram-cars near Rock Fort Gardens, a place of entertainment. A mile farther on is a quarry worked by convicts, a bricked-in public bath with curative waters, and the historic Rock Fort. The road proceeds past Harbour Head (1½ miles) and the Hope River (½ mile), which, though generally dry, is impassable after heavy rains; three-quarters-of-a-mile farther are the huts of the cable companies, a quarter of a mile beyond which the Cane River—also usually dry—has to be crossed. **Bull Bay** (9½ miles from Kingston) is a straggling town of no importance. Beyond this town the road crosses the Yallahs River (7½ miles), passes the Yallahs Ponds (3 miles), and after crossing the Johnson River (5¾ miles) reaches **Morant Bay** (30½ miles from Kingston), the scene of the rebellion of 1865 which was suppressed by Governor Eyre.

The island had been suffering from a period of depression, and its finances were in a serious state involving new taxes. Discontent was rife among the negroes, and the smouldering fires burst into flame on October 11th 1865, when an unruly mob set fire to the Court House at Morant Bay and murdered the Custos, Baron von Ketelholdt, a naturalised German, and other prominent magistrates. Martial Law was proclaimed in the district, and George William Gordon, a coloured member of the Legislative Council, who was said to have incited the people, was taken from his estate, Cherry Garden, to Morant Bay, tried summarily and shot, thus sharing the fate of many ringleaders. In transferring Gordon from Kingston, where Martial Law was not in force, to Morant Bay, where it was, and then trying him under it, Governor Eyre committed a technical blunder; but many claim that his firm action saved the island.

At **Serge Island Estate,** a short drive up the Blue Mountain Valley, the sugar-canes are ground by electric power generated by turbines driven by the water of the Johnson River which has been dammed, forming a large lake.

Bath, in the parish of St. Thomas (40 miles from Kingston), boasts the hottest mineral spring in the island. It can be reached by a bridle road just beyond Morant Bay or from **Port Morant** (7¼ miles farther on), from which it is 6¼ miles distant. The road from the town of Bath to the spa follows the windings of a deep and narrow gorge. Along the bottom of this flows a perennial spring, to which, rolling down the rocky sides covered in fern, numerous rills contribute. The mineral waters break from the rocks at different levels, and can be distinguished from the ordinary waters of the gorge by their warmth. The largest spring issues from the face of a perpendicular rock. A covered reservoir of masonry has been built round the outlet, and a pipe fixed in it carries the water to the bath-house. In wet weather the temperature of the water, as it runs from the rock, has been taken as 128° Fahr., and it rises in dry weather to 130° Fahr. Tradition asserts that these waters were discovered by a negro who in his own person found their efficacy. The analysis of the Bath water gives the following mineral constituents in one gallon of water :

Chloride of sodium	13.84 grains.
,, potassium	0.32 ,,
Sulphate of calcium	5.01 ,,
,, sodium	6.37 ,,
Carbonate of sodium	1.69 ,,
Silica	2.72 ,,
Oxide of sodium combined with silica	1.00 ,,
Organic matter	0.99 ,,

Beyond Port Morant the coast road proceeds past Phillipsfield (2¼ miles), Golden Grove (4 miles), Amity Hall (1⅞ miles), from which a road leads to Holland Bay and Morant Point Lighthouse ; Manchioneal (10⅛ miles), and Priestman's River (9½ miles), to Port Antonio (*see* page 283) (77 miles from Kingston by this route).

An excursion to the mountains from Bath by the **Cuna-**

Cuna road is most interesting. The road (a bridle-path) passes over a wild and mountainous district, and, crossing the main ridge enters the valley of the Rio Grande, which flows out on the north side of the island. The bridle-path is continued to Moore Town, and arrangements can be made for buggies to meet travellers and convey them to Port Antonio, seven miles distant.

TURKS AND CAICOS ISLANDS.

The Turks and Caicos Islands consist of two distinct groups between latitudes 21° and 22° N. and longitudes 71° and 72° 37′ W., the former lying to the east and the latter to the west of the Grand Turk Passage, which is about 21 miles wide, and forms one of the principal passages for vessels sailing from Europe, the United States, and Canada to Cuba and Jamaica. The Turks Islands consists of a number of uninhabited islets and of Grand Turk and Salt Cay, with a population of 1,681 and 398, and an area of ten and six square miles respectively; while the Caicos group comprises numerous small cays and six larger islands, South Caicos, East Caicos, Grand or Middle Caicos, North Caicos, Blue Hills or Providenciales, and West Caicos, with a population of 3,536. The Caicos Islands, which lie in the form of a large semicircle, compose the northern and part of the eastern and western borders of what is known as the Caicos Bank. This, fringed on the south by a reef, is to all intents and purposes a large and shallow lake of salt and whitish water, extending in its widest parts 50 to 60 miles north and south and 75 miles east and west.

INDUSTRIES. The principal industries are the collection of salt, sponges and conchs, and the cultivation of cotton and fibre. The process of making salt in these islands is that of solar evaporation, the hot sun and strong winds, together with a low rainfall, furnishing ideal conditions for the industry. The salinas or salt-ponds are partitioned off into series of basins with sufficient fall from one set to another to cause the water to flow through them, the vegetable and mineral impurities being successively precipitated before the brine reaches the last set, called "making pans," where the salt becomes crystallised ready for raking. Above a million bushels (28 to 40 bushels to the ton), is annually exported in bulk, most of

it finding a market for packing purposes in the chief towns of the eastern seaboard of the United States. There are two companies in the Caicos Islands for the cultivation and extraction of sisal fibre. The export of sisal fluctuates considerably in accordance with prices and climatic conditions. The sponge fisheries are confined exclusively to the Caicos Bank, where there are five purchasing stations among the islands, which buy the sponges gathered, the chief varieties being sheepswool, velvet, reef, yellow, and grass. Owing to the destructive methods of fishing and to the absence of regulations for the conservation of the beds, the output has decreased of late years, and experiments on a small scale have been recently made with the propagation of sponges by cuttings, which have already demonstrated the possibility of cultivation by that method.

Conchs are gathered chiefly for their meat, which is a favourite article of food locally and in Haiti. Occasionally a pink pearl is found in the conchs, the shells of which are burned to make lime.

The value of the principal exports in the year 1920 were :

Salt	£39,335	Cotton	£382
Sponges	2,027	Conchs and Shells	3 462

The direction of trade in the same year was :

	Imports.	Exports.
Foreign Countries	£49,122	£24,644
United Kingdom	3,610	382
British Colonies	7,021	19,466

FINANCES. The following is a comparative table of the revenue and expenditure and imports and exports for the past ten years :

Year.	Revenue.	Expenditure.	Imports.	Exports.
	£	£	£	£
1911	8,318	7,695	24,722	23,703
1912	8,215	8,092	27,662	25,947
1913	10,867	8,505	30,231	27,807
1914	9,051	9,391	28,192	28,348
1915	8,036	9,133	27,619	30,487
1916	8,684	7,930	29,009	27,808
1917	9,626	8,722	34,930	42,085
1918	8,671	8,323	39,276	25,598
1919	11,164	9,263	38,343	33,554
1920	11,294	10,780	59,753	44,492

CLIMATE. The climate of the Turks and Caicos Islands is healthy, the extreme range of temperature being from 58° to 93°,

and the mean 78° ; but the absence of fresh vegetables, practically the whole of the food consumed being imported, renders residence for Europeans very trying.

HISTORY. Although included in the same dependency, the Turks Islands have a separate history from that of the Caicos Islands ; for, in spite of their proximity and frequent intercourse, the two groups from 1799 to 1848 were regarded as two parishes, St. Thomas and St. George, of the Bahamas Government. The Turks Islands were discovered about 1512, but no attempt at occupation was made until 1678, when their value for the production of salt was recognised by the colonists of Bermuda. As late as 1781 the first Royal Regulations for the government of the salt-ponds show clearly that no permanent settlement or idea of fixed property in the ponds was entertained. Recognition was then given to the Head Right system, whereby one-third of the ponds was reserved to meet the expenses of common government and the other two-thirds were annually shared among all British inhabitants present in the island on February 10th. Every adult was entitled to a full share ; while children, measured according to what may have been the forerunner of the decimal system, were allotted so many tenths in proportion to their height. The owners of slaves received the benefits of the shares allotted to their slaves. It would appear that some of the public officials and the ministers of religion received their salaries in bushels of salt ; which calls to mind the ancient *salarium* or salt allowance of the Roman soldier. Towards the end of the eighteenth century the Bahamas Government, perceiving the strategic and growing commercial importance of the islands, laid claim to them as forming geographically an integral part of the Bahamas group, and, despite the vigorous protests of the Bermuda salt-rakers, it was determined by Order in Council in 1804 that the legislation of the Bahamas Government should be extended over them. After a bitter struggle lasting over half-a-century, it was ultimately recognised that difficulties of communication and conflicting commercial and industrial interests between the Turks Islands and the other islands of the colony rendered common legislation impracticable and impossible. In 1848 an Order in Council placed the Turks Islands and the Caicos Islands as an independent administration under the supervision of the Governor of Jamaica. In the meantime, emancipation with its social upheaval had necessitated a change in the tenure of the ponds, the Head Right being replaced by a leasehold system.

The Caicos Islands, which in 1848 were appended to the Turks Islands for the purposes of government, were originally occupied by loyalist refugees from Georgia after the declaration of independence by the United States ; but the white owners, owing to losses by severe hurricanes and the destruction of their cotton, sugar, and other crops by insect pests, seem to have lost heart and departed, abandoning the lands to their slaves, who rapidly lapsed into semi-barbarism. The traditions of " Old Massa " are still to be traced among the descendants of these slaves. After their in-

corporation with the Turks Islands serious attention was directed to the capabilities of the group for salt production, and about 1850 Cockburn Harbour was laid out in salt ponds on more modern lines than those of Grand Trunk and Salt Cay, and it was not long before it was able to export more salt than either of the two settlements.

For several years after the establishment of independent government, remunerative prices enabled the lessees of the salt ponds to carry on the industry with a fair margin of profit, but a succession of bad seasons rendered a further change of tenure from leasehold to freehold imperative. The conversion to fee-simple was granted in 1862, one-tenth of the value of the salt exported being secured as royalty in perpetuity to the Crown. The hurricane of 1866, however, left both the Government and the pond owners in a state of financial embarrassment, and, after a hopeless struggle for several years, the export tax on salt was removed (the royalty still continuing), drastic retrenchment effected, and the elective system of legislation abolished, the islands becoming in 1873 a Crown Colony and a dependency of Jamaica.

CONSTITUTION. The Legislature of the Turks and Caicos Islands, which, as we have seen, now form a dependency of Jamaica, consists of a Legislative Board comprising the Commissioner and Judge, and no fewer than two nor more than four other persons appointed by the Governor of Jamaica. Taxation and expenditure, and all local matters are regulated by this Board.

Commissioners since 1893.

Sir Edward Cameron, K.C.M.G.	1893
Sir Douglas Young, K.C.M.G.	1901
F. H. Watkins, I.S.O.	1906
G. Whitfield Smith	1914

ACCOMMODATION. There are no hotels or boarding-houses in the islands. Visitors should therefore furnish themselves with suitable introductions and make arrangements for board and bed in advance.

COMMUNICATIONS. Since the termination of the Imperial Direct West India Mail Service there has been no direct communication, Messrs. Elders and Fyffes, Ltd., kindly dropping passengers at Grand Turk whenever requested. The Clyde Line from New York to Santo Domingo calls at Grand Turk about every ten days; and a Canadian steamer from Halifax to Jamaica calls each way once a month. The boat fare between the steamer and the shore is 1*s.* each way.

SIGHTS. A visitor to the Turks and Caicos Islands can best spend his time in studying the life and character of their inhabitants and the manner in which the industries referred to above are carried on. There are no "sights"

properly speaking; but the charm and novelty of life on coral islands which are off the beaten track, together with the hospitality of the inhabitants, go far to make up for their absence. The Commissioner's residence, "Waterloo," is situated about three miles from the landing stage at the south-west of the island. The principal church is about a quarter-of-a-mile from the settlement.

THE CAYMAN ISLANDS.

The Cayman Islands, which constitute a dependency of Jamaica, lie between latitudes 19° 16′ and 19° 45′ N. and longitudes 79° 83′ and 81° 30′ W., 110 to 156 miles to the north-west of the west end of Jamaica. They comprise Grand Cayman (population 3,945), Little Cayman (population 95) and Cayman Brac (population 1,213), and have a total area of 225 square miles. Grand Cayman is 17 miles long by 7 wide, Little Cayman 9 miles by 1 mile, and Cayman Brac 10 miles by 1 mile. The coasts of Grand Cayman are for the most part rock-bound, and the island is surrounded by reefs. On the north side it has a large harbour over six miles wide. It has two towns—Georgetown and Boddentown—and several villages. In Grand Cayman there are about 40 miles of roads, and in Cayman Brac 15 miles, which are very well kept. The inhabitants are well-to-do and there is no poverty, each family having its own homestead, which is invariably most tidily kept. It is noteworthy that the percentage of illegitimacy is far less in the Caymans than it is in Jamaica and other West Indian islands.

INDUSTRIES. The Cayman Islands are the centre of an important turtle-fishing industry, the turtle being caught off the Cays on the coast of Nicaragua and brought to the islands to fatten. They are then sent to Jamaica for shipment abroad. The fishing fleet consists of about thirty-three schooners and sloops. The green turtle caught are shipped to England and America, but the hawksbill turtle are killed and their shells—which form the tortoiseshell of commerce—removed. When the green turtle are first caught the initials of the owners are cut on their shells and they are placed

in " crawls " until the boats are ready to return to the Cayman Islands. The green turtle have a keen sense of locality, and cases have been known where they have escaped and been found in the fishing-grounds over three hundred miles away. Other industries include the manufacture of rope from the thatch palm, which grows wild, the raising of cattle and horses, and the cultivation of cocoanuts, which has been extended rapidly in recent years.

FINANCE. The revenue and expenditure and imports and exports for the last available ten years are given below:

Year.	Revenue.	Expenditure.	Imports.	Exports.
	£	£	£	£
1910–11	2,779	2,716	26,232	10,992
1911–12	3,795	2,700	28,444	12,323
1912–13	3,397	3,105	25,000	10,000
1913–14	5,047	3,012	33,000	8,000
1914–15	3,347	3,468	17,345	1,810
1915–16	2,891	3,558	28,414	11,566
1916–17	3,219	3,568	29,108	8,169
1917–18	4,423	5,162	37,949	5,229
1918–19	5,520	4,837	44,828	11,324
1919–20	5,915	5,302	—	—

CLIMATE. In summer the weather is somewhat hot, the temperature averaging about 84° Fahr.: but in autumn and winter it is refreshingly cool, the morning temperature often being below 70° Fahr. On the whole the islands are extremely healthy. The rainfall averages about 70 inches per annum.

HISTORY. The Cayman Islands were discovered by Columbus on May 10th, 1503, on his return voyage from Porto Bello to Hispaniola, and were called by him " Las Tortugas " from the abundance of turtle which he found there. Their present name has been attributed by the late Dr. G. S. S. Hirst, Commissioner from 1907 to 1912, to the fact that early settlers found alligators, or " cayman " as they are still called in Jamaica, in the lesser islands. Another ingenious though less plausible suggestion is that it is derivable from Cay Mano—the cay like a hand. With regard to Cayman Brac, we are told that Brac is synonymous with " Bluff." The islands were never occupied by the Spaniards, but were mainly settled by English from Jamaica. Their formal colonisation dates from 1734, between which year and 1741 a number of patents of land were issued. The present inhabitants are mainly the descendants of the original settlers and their servants, as each patentee was compelled to carry with him to the island a certain number of white men besides slaves. In 1774 there were, according to Long,

one hundred and six white persons on the island of Grand Cayman, who had a "Chief or Governor of their own choosing." For many years the islands were frequented by buccaneers, and "hidden treasure" has been found in them from time to time.

CONSTITUTION. The government of the Cayman Islands, which, as above stated, form a dependency of Jamaica, is administered by a Resident Commissioner. Local affairs are controlled by a body styled the "Justices and Vestry," whose enactments become law when assented to by the Governor of Jamaica. The Commissioner is a veritable "Pooh-Bah," carrying out as he does, besides the duties of Chief Executive Officer, those of Collector-General of Customs, Treasurer and Judge.

COMMUNICATIONS. There is, unfortunately, no steamer communication, and the mails are sent to and from Jamaica at irregular intervals by trading schooners.

SIGHTS. Visitors to the Cayman Islands must be content with the novelty of their surroundings and a study of the people and their industries as far as occupation is concerned. Among the natural curiosities at Boddentown are a cave which extends for some hundreds of yards under the sea and a remarkable natural cistern, said to be from 40 to 42 feet deep, which contains clear spring water, at East End. The cistern measures 70 by 50 feet, and is situated in the middle of a cliff of solid flint rock. It is said to assume a turbid appearance and to emit offensive smells on the approach of a storm. There is also a curious cave containing wide subterranean passages on the north side of the island about $1\frac{1}{2}$ miles inland from Old Man's Bay.

MORANT CAYS AND PEDRO CAYS.

The Morant Cays and Pedro Cays were taken possession of on behalf of the British Crown in 1862 and 1863 respectively. They were not at first annexed to any colony, but the Governor of Jamaica was given powers to deal with any guano islands or cays within the West Indian naval waters which were not already dependencies. Letters Patent were issued in June, 1864, authorising the Governor of Jamaica to grant leases of, and licences to take guano from, the islands. In 1906 the Morant Cays were leased

for seven years to Captain S. E. Bodden, and the Pedro Cays for seven years to Captain John Greenwood. By Letters Patent the Cays were formerly annexed to Jamaica by a proclamation on June 1st, 1882. For judicial purpose the Cays now form part of the parish of Kingston. The Morant Cays are 33 miles to the south-east of Morant Port, and comprise three small islets. Here the sea birds arrive in great numbers in March and April and lay their eggs, which are conveyed by schooner to Jamaica. The Pedro Cays are 40 to 50 miles to the south-west of Portland Point, and consist of four islets, known respectively as North-east, Middle, South-west, and South Cay.

The Morant Cays and Pedro Cays are quite "off the beaten track" ; but a vistor to Jamaica in search of experience and adventure might do worse than charter a schooner and explore them. It is recorded that in 1825 some kindly Jamaica planters in St. Thomas-in-the-East planted some coco-nut trees on the cays for the use of shipwrecked sailors.

The sea-birds visit the Morant Cays in great numbers in March and April to lay their eggs, which are carried in schooners to Jamaica, where they are regarded as a great delicacy.

Chapter X.

THE FRENCH WEST INDIES.

GUADELOUPE.

Guadeloupe, which has an area of 619 square miles and a population of 229,822, lies between latitudes 15° 59′ and 16° 20′ north, and longitudes 61° 31′ and 61° 50′ west, between Montserrat and Dominica, and 79 miles north of Martinique. It consists really of two islands, Grande Terre (255 square miles) and Basse Terre (364 square miles) which are separated from one another by the Rivière Salée, a salt river or strait four miles long. Basse Terre, or Guadeloupe Proprement Dité, the western island, is volcanic and La Soufrière, the highest mountain (4,900 feet) has numerous small craters, some of which emit sulphurous fumes. Adjoining this mountain is the crater of l'Echelle which has several active outlets. Grande Terre the eastern island is comparatively flat being of limestone formation. The seat of Government is in Basse Terre (population 8,318) to the south-west of La Soufrière; but Pointe-à-Pitre in Grande Terre to the east of the estuary of the Rivière Salée is the principal commercial centre.

INDUSTRIES. Sugar, which is cultivated mainly in Grande Terre, is still the principal crop of Guadeloupe but cereals, cocoa, coffee, vanilla, cotton, cassava, yams, and potatoes are also produced. There is a heavy protective tariff against foreign goods, and the local love of politics has proved a serious hindrance to the development of the industries of the island. The principal exports in 1920 were sugar, 14,265 tons; rum, 16,615,578 litres; coffee, 1,069 tons; and cocoa, 666 tons. The trade of the colony is mainly with France.

FINANCE. The revenue and expenditure, and imports and exports for the years 1911–1921 are shown, as far as possible, overleaf:

Year.	Revenue.*	Expenditure.*	Imports.	Exports.
	Francs	Francs	Francs	Francs
1911	4,623,000	4,623,000	19,383,000	20,245,000
1912	4,604,186	4,604,186	19,524,116	26,084,302
1913	4,539,000	4,539,000	20,175,000	18,287,000
1914	—	—	17,541,000	26,187,000
1915	4,670,000	4,670,000	19,611,000	26,712,000
1916	—	—	24,955,000	42,206,000
1917	—	—	39,511,000	50,559,000
1918	6,942,000	6,942,000	39,696,000	51'071,000
1919	—	—	65,844,000	103,629,000
1920	—	—	117,858,000	146,389,000
1921	16,955,000	16,955,000	—	—

* Budget figures.

CLIMATE. The average temperature of Guadeloupe during the tourist months is 68° Fahr., and the climate is quite healthy in the country districts, though Pointe-à-Pitre suffers from being almost surrounded by a mangrove swamp. The rainy season extends from July to November, the cool season from December to March, and the dry season from April to June.

HISTORY. Guadeloupe was discovered by Columbus on November 4th, 1493, and was so named by him as a compliment to the monks of the monastery of Guadeloupe in Estremadura. It was first occupied by the French in 1635 under Olive and Duplessis, and in 1759 was taken by the English who had previously made attempts on it in 1609 and 1703, but the French recovered the colony in 1763. In 1794 Pointe-à-Pitre and Basse Terre were captured by the expedition under Sir Charles Grey, and Sir John Jervis. Two months later, however, Victor Hugues, the Commissary of the Convention, landed at Gosier and drove the English from their positions. Jervis then arrived with reinforcements and compelled the French to surrender but Victor Hugues rallied his forces and inflicted a defeat on the English, after which Jervis re-embarked the troops and withdrew. In 1810 the English again became masters of Guadeloupe but it was restored to France in 1814. After that it constantly changed hands between the two; but after its capture by the French in 1810 it was handed to Sweden, by whom it was, however, relinquished in 1814. In the next year it was again taken by the English, but it was restored to the French by the peace of 1815.

CONSTITUTION. The administration of Guadeloupe and its dependencies is vested in a Governor, who is assisted by a Privy Council and has under his order a Director of the Interior, a Procurator-General, and a Paymaster. There is also an elective General Council. The colony, which forms a department of France, is divided into three arrondissements, and comprises thirty-four communes with elective municipalities.

ACCOMMODATION. Basse Terre. The *Hotel du Cours* and the *Hotel Anaida*. **Pointe-à-Pitre.** The *Hotel Moderne* and the *Hotel de Paris*. Board and Lodging from 15 francs.

COMMUNICATIONS. Guadeloupe can be reached direct from France in 14 days, and is on the route of passenger steamers from New York (10 days). (*See* Appendix I). The boat fare between the steamer and the shore is 1 franc. Motor-cars, horses and carriages are obtainable at the chief towns. Motor-cars leave Basse Terre for Pointe-à-Pitre (68 kil.) and *vice versa* daily at 6 A.M. They call at various places en route and reach their destination between 10 and 10.30 A.M. A coastal steamer leaves Pointe-à-Pitre for Basse Terre and the intermediate communes every Monday and Thursday at 8 A.M. and returns every Tuesday and Friday at the same hour. Other parts of the island can be reached by diligence and small steam and sailing craft.

SPORTS. No outdoor games are played in Guadeloupe and the only sport to speak of is ramier (wild pigeon) *shooting*, which can be had in the mountains and forests. But the pursuit of the ramier necessitates a long journey and an absence of several days from town.

CLUB. There is only one club in Basse Terre, the Cercle de Commerce. It is run on different lines from those of clubs in the British and American islands and is poorly patronised. The members all belong to one political party. There is also a small club in Pointe-à-Pitre.

SIGHTS. Basse Terre, the seat of Government of Guadeloupe, stands near the south end of the leeward coast of the mountainous division of the colony lying to the west of the Rivière Salée. It dates from 1643 but its glory departed with the establishment of Pointe-à-Pitre which soon usurped its position as the chief commercial town of Guadeloupe. It offers now few attractions to the visitor beyond the novelty of its surroundings. The port has three piers the centre one of which is a popular resort at sunset. On gaining the shore one reaches the **Cours-Nolivos,** the principal promenade. Another open space is the **Champ d'Arbaud** planted with handsome Royal Palms and mango trees. Here races are held annually on July 14th. Beyond this again is the **Botanical Garden.**

The country behind Basse Terre is rugged and extremely beautiful, and interesting excursions can be made to **La Soufrière** and **l'Echelle** the volcanic craters, passing the thermal baths of **Bains Jaunes** en route, and to the baths of **Dolé** and to **Sofaia.**

Sifton, Praed & Co. Ltd. St. James's St. London S.W.

61°
Macouba
Basse Point
Capot R.
G.de Anse
Marigot
Marigot Pt
Sugar Loaf Rk
C.St Martin
La Perle I.
Prêcheur
Mt PELE
Canonville
Site of St Pierre
St Marie
La Trinité B
Caravelle
Pt du Diable
Pt Caracoli
Caravelle Penla
La Trinité
PITONS OF CARBET
Galion B.
Carbet
Gros Morne
Ramville I.
Fond Capot
Robert Hr
Rose Pt
C.Enrage
Case Navire
Thiery I.
Long I.
Prairie Pt
Fort de France.
Fort de France Bay
Trou au Chat
Vauclin Pt
Ramiers I.
Vauclin
C.Solomon
Anse d'Arlet
Diamant
Pilote
Macre Pt
C Ferré
I aux Chiens
Diamond Pt
Diamond Rk
Pilote
Cul de Sac
Pt Dunkerque
Baham Pt
Pt des Salines
Cabrit I.
D'Enfer Pt
MARTINIQUE
(French)
Désirade
North Pt
Galet
G.de Anse
IE-GALANTE
(French)
English Miles
20
30
61°

Pointe-à-Pitre owes its name to a sailor named Peters, who landed there in 1654 with a contingent of Dutch families which had been driven out of Brazil for religious reasons. It stands on the east shore of the estuary of the Rivière Salée which links the gulf of Grand Cul-de-Sac on the Atlantic with that of Petit Cul-de-Sac in the Caribbean and separates Grande Terre from Basse Terre. The town is protected from the south by numerous islets among which the Ilet à Cochons to the east is prominent.

To the right on entering the harbour is the Usine d'Arboussier the largest sugar factory in the colony. (Permission to visit it can readily be obtained. Over the door is a bust of M. Cail who was responsible for its establishment.) To the left is Morne Savon, or à Patate, a low hill covered with bush and scrub once the main route between Basse Terre and Pointe-à-Pitre with which it was connected by the Gabarre, or ferry, now replaced by a bridge over the Rivière Salée. On this Morne many victims of the Revolution were buried. The venturesome can gain the Morne from Pointe-à-Pitre by motor-boat, and scrambling through the bush will find near the summit the remains of a large tomb under which the bodies probably lie ; but it should be noted that the mosquitoes and sand-flies are tiresome.

After the withdrawal of Sir Charles Grey and Sir John Jervis in 1794 (*see* page 303) no fewer than three hundred Royalists who had assisted them suffered death at the hands of Victor Hugues.

> The republicans erected a guillotine, with which they struck off the heads of fifty of them. Thinking, however, this mode of proceeding too tedious, they invented a more summary plan ; they tied the remainder of these unhappy men fast together, and placed them on the brink of the trenches which they had so gallantly defended ; they then drew up some of their undisciplined recruits in front, who firing an irregular volley at their victims, killed some, wounded others, and some, in all probability were untouched ; the weight however of the former dragged the rest into the ditch, where the living, the wounded, and the dead, shared the same grave, the soil being instantly thrown upon them.—*Cooper Willyams.*

It was off this harbour that the memorable action between the *Blanche* (32 guns) and the *Pique* (38 guns) took place

on January 5th, 1794. Captain Robert Faulknor, known on account of his courage and determination as "The Undaunted" encountering the republican frigate *Pique* engaged her for five hours with the greatest fury and obstinacy and was killed by a musket-ball as he was for a second time lashing the bowsprit of the *Pique* to the capstan of his own ship. This action was commemorated by verse and by many engravings, and it is noteworthy that during the recent war two of his Majesty's ships were named *Faulknor* and *Undaunted*.

Pointe-à-Pitre is a picturesque town of well built houses the lower parts of which are mostly built of stone with upper storeys of wood, many painted in gay colours. From near the landing place the Rue Frébault leads to the Rue d'Arbaud running east and west. On the south side of the latter, where the two streets meet, is the **Post Office** with the **Royal Bank** of Canada next to it and farther along to the west the offices of the French and English **cable companies**. Beyond them the street leads to the docks and wharves. Diagonally opposite the post office is the Hotel Moderne with a well deserved reputation for French cooking. Outside the hotels one can sit and enjoy an apéritif as in a French provincial town.

At the east end of the Rue d'Arbaud are the markets, which are specially interesting at early morning, and the historic **Place de la Victoire** (formerly Place Sartine) which commemorates the defeat of the English on July 2nd, 1794 (*see* page 303). In 1813 this Place was called Place Skinner after the English general who succeeded Admiral Cochrane as Governor of Guadeloupe. During the Terror the scaffold was erected in the middle of the Place and many Royalists were guillotined upon it. It is recorded that on one day, October 6th, 1794, twenty-seven colonists were executed on this spot. The Place is surrounded by ancient sand-box trees (*hura crepitans*), which date from the period of Victor Hugues, and now has a band-stand and a bust of General Frébault (Governor 1860–64). The Place is a favourite promenade in the evening and on fête days. The **Musée l'Herminier,** founded by the Doctor of that name (1802–66) has an interesting collection of Carib

implements and specimens of the flora and fauna of the colony.

The **Cathedral** is in the Place de l'Eglise (to the east of Rue Frébault) in which there is a bust of Admiral Gourbeyre (February 8th, 1842), placed there by "Pointe-à-Pitre reconnaissante." Other buildings in this square are the Bishop's Palace, the Court House and the Gendarmerie.

The main road from Pointe-à-Pitre to Basse Terre now crosses the Rivière Salée by the Pont de l'Union (1906) and traversing the dismal mangrove swamp which almost encircles the town, passes the experiment station of the **Station Agronomique** de la Guadeloupe which those interested in agriculture should not fail to visit. The road to the east of the town takes one to Baie de Fort which commands glorious views of Grande Terre, the Saintes and Marie Galante. The ruins of **Fort Fleur d'Epée,** (renamed, while held by the 43rd Regiment, Fort Prince of Wales), the scene of bitter struggles between the French and English in 1794 (*see* page 303), can be inspected, and it is said that inscriptions made by English prisoners can be seen in some of the casemates. The scene in this fort after its capture in April, 1794, has been described as follows :

> At the gates of the fort was an heap of the slain, who had all died by the sword or bayonet. Within . . . a multitude of miserable wretches expiring of their wounds. . . . In the midst of this was His Excellency writing his despatches on a table, on which, fatigued with the action, an artilleryman was sleeping, whom the General would by no means have disturbed.—*Cooper Willyams.*

In the rainy season those residents of Pointe-à-Pitre who can afford to do so leave town for the heights of Petit Bourg, Sainte Thore, or Lamentin, where they can enjoy the thermal baths of the Ravine Chaud, or Sofaia where there are sulphurous springs. Others seek recreation and health in the Saintes.

GUADELOUPE'S DEPENDENCIES.

GUADELOUPE has five dependencies, namely Marie Galante, Désirade, Les Saintes, St. Martin and Saint Barthélemy.

Marie Galante, which lies sixteen miles to the south-east of Guadeloupe Proprement Dite, was discovered by Columbus on November 3rd, 1493, and named after his caravel. The island is of coral formation. Its area is about 60 square miles and its population 15,182. It was first settled by the French and thereafter frequently changed hands between them and the English; but since 1816 it has remained under the Tricolour. Its capital is Grand Bourg and its staple industry the production of sugar.

Désirade, six miles to the east of Grande Terre, was also discovered by Columbus on November 3rd, 1493. Like its neighbours it is of coral formation. Some cotton is produced upon it; but the chief industry is the raising of live stock and fishing. To the south, between it and Marie Galante are two islets known as Terre d'en haut and Terre d'en bas, not to be confused with those of similar names among Les Saintes.

Les Saintes, a group of islands seven miles to the south of Guadeloupe Proprement Dite, were once a strategic position of great importance and gave their name to the sea fight between Rodney and de Grasse on April 12th, 1782, which the French call the Battle of Dominica (*see* page 243). They comprise Terre d'en haut to the east with Ilet à Cabrits, Grand Ilet, and the Ilets de la Coche, and des Augustins, and Redonda round it, and on the west Terre d'en bas.

Discovered by Columbus on November 4th, 1493, they were settled by the French in 1648, and thereafter shared the vicissitudes of Guadeloupe. On their mornes, or hills, are the remains of several old forts which testify to the former strength of the position. The larger of the islands are now devoted to the cultivation of sugar, cotton, and ground provisions, whilst a variety of grape grows there to perfection. Many of the peasants subsist by fishing.

Saint Martin, of which one part is owned by France and the other by the Netherlands (*see* page 337), takes its name from Sieur Saint Martin who took possession of the island by virtue of a Commission of Louis XIII. The chief town in the French quarter is Marigot and the staple industry is the cultivation of sugar.

Saint Barthélemy, or St. Bartholomew, lies to the south of Anguilla, and about 108 miles to the north-west of Guadeloupe. Its eight square miles are very mountainous, and its soil, in spite of a scarcity of moisture, is not unfertile. Bananas, quassia, and tamarinds are exported. The chief town is Gustavia, near the port, which is not very accessible. The island, which was occupied by the French in 1648, was ceded to Sweden in 1784, in exchange for the right of establishing an entrepôt for French merchandise at Gothenburg, but it was restored to France in 1877.

MARTINIQUE.

The Home of the Empress Josephine.

MARTINIQUE, which has a population of 185,385, lies in latitude 14° 40′ north and longitude 61° west, between Dominica and St. Lucia, and is of an elongated shape, its extreme length being 49 miles, and breadth 13 miles. It is very mountainous, the highest elevation being Mont Pelé, rising to a height of about 4,500 feet. The other mountains of Martinique are the three Pitons of Carbet, the highest of which is about 3,900 feet above the level of the sea, Mont Conil, la Balata, which is about 1,900 feet, le Mont Vert, le Vespré, whence the view extends over the east and south of the island, and le Vauclin, on the slopes and summit of which is cultivated the finest coffee in the island. The island has many streams and rivers, of which about seventy-five are of considerable size. During the rainy season they are frequently in flood, becoming raging torrents. The town of St. Pierre, which was the chief commercial centre of Martinique, having been completely effaced through the eruption of Mont Pelé in the manner described on page 314, Fort-de-France, the capital, with a population of 29,029, is now the principal commercial town of the island.

INDUSTRIES. Sugar is the principal industry of Martinique, and this crop suffered less from the eruptions of 1902 than cocoa, which was mainly grown in the north of the island. There are many

sugar-works and distilleries in the island, and upwards of 15,000 hectares are devoted to crops. Coffee, indigo, mahogany and cinnamon also figure among the exports. Tobacco, too, is cultivated to some extent. The value of principal exports in 1920 were: Sugar, 17,546,768 frs.; rum, 89,464,153 frs.; and cocoa, 2,181,370 frs.

FINANCE. Below is a comparative table of the revenue and expenditure, and imports and exports of Martinique for the ten years 1911–20, as far as available:

Year.	Revenue.*	Expenditure.*	Imports.	Exports.
	Francs	Francs	Francs	Francs
1911	7,054,000	7,054,000	19,855,000	22,583,000
1912	5,326,390	5,326,000	21,520,301	30,523,455
1913	5,413,000	5,413,000	22,144,000	28,897,000
1914	—	—	22,122,000	29,770,000
1915	—	—	23,278,000	43,480,000
1916	—	—	33,854,000	60,990,000
1917	—	—	56,569,000	81,392,000
1918	11,080,000	11,080,000	54,771,000	50,800,000
1919	10,314,000	10,314,000	74,670,000	172,706,000
1920	16,199,000	16,199,000	132,187,000	128,953,000

* Budget figures.

CLIMATE. During the months of November, December, January and February, the north-east trade wind prevails, and under its cooling influence the thermometer descends as low as 75° Fahr. in the towns and 66° Fahr. in the higher situations. The east wind blows from March to June, and the climate is then delightful.

HISTORY. Martinique, which derives its name from the native Mantinino, was discovered by Columbus on June 15th, 1502. The island was settled by France in 1635, but was captured by the English in 1762, to be restored in the following year. Like Guadeloupe, it constantly changed hands between France and Great Britain, but from 1794, when it was captured by Sir Charles Grey and Sir John Jervis, to 1800 it was the headquarters of the British forces in the West Indies. It was finally restored to France in 1815. Martinique is historically interesting as having been the birthplace and early home of the Empress Josephine, and also the residence for some years of Françoise d'Aubigné, who married the dramatist Scarron, and was afterwards celebrated as Madame de Maintenon and as the wife of Louis XIV.

CONSTITUTION. Martinique is administered by a Governor, assisted by a Privy Council, and controlled by an elective General Council of thirty-six members. The island is divided into two arrondissements—Fort-de-France and St. Pierre—nine cantons and 32 communes, regulated by the French law of 1884.

ACCOMMODATION. Fort-de-France. The *Hotel de l'Europe* and the *Grand Hotel*, facing the Savane, are both recommended. Pension about 12 francs per day. There are also several boarding-houses. Those who wish to make a stay will always be able to find accommodation outside the hotels, either by taking a whole house, which may be hired at from 100 to 120 francs per month, according to size, or by taking furnished apartments at a charge of two or three francs per diem, according to size and position. Washing is cheap and good.

COMMUNICATIONS. Martinique can be reached direct from France, and is on the route of passenger steamers from New York (*see* Appendix I). Landing at Fort-de-France is effected by shore boat. The roads are good and well suited for motor-cars and carriages, but the gradients are steep. Motor-cars and carriages can be hired at reasonable rates. The fare for carriages within the town limits is five francs per hour.

SIGHTS. Fort-de-France, formerly Fort Royal, capital since 1680, and chief commercial town of Martinique, stands between the Rivières Monsieur and Madame, on the north shore and near the entrance of the magnificent bay of the same name. The town itself is on the flat; but behind it rise hills on one of which is the historic **Fort Bourbon,** now known as Fort Desaix, which was captured by Sir Charles Grey and Sir John Jervis on March 25th, 1794. On that day the garrison marched out of Fort Bourbon, to the number of nine hundred men; and being allowed the honours of war for their gallant defence, they marched down the hill with their colours flying; and laying down their arms on the parade of Fort Royal, were embarked on board of ships which took them immediately to France. "Our troops, both army and that part of the navy that had served (during the siege) on shore, lined the road as the enemy passed; and entering the fort, they struck the French and hoisted the British colours, changing the name from Fort Bourbon to Fort George, in compliment to our gracious Sovereign, which it now bears; and Fort Louis bears the name of Fort Edward." Jutting out into the Bay at the east end of the town is the equally historic **Fort Louis,** under whose massive walls vessels visiting the port drop anchor. It was in the harbour behind this fort that De Grasse's fleet lay before it sailed to meet defeat but not dishonour in the Battle of the

Saints in 1782 (*see* page 243) and it was this fort whose walls Captain Robert Faulknor scaled on March 20th, 1794. His Majesty's ships *Asia* and *Zebra* (Captain Faulknor) were ordered to stand in towards the harbour. Both did so; but three times the *Asia* veered round, so the *Zebra* went on alone.

Captain Faulknor, seeing that he stood no chance of being seconded by the *Asia*, and being all this time under a dreadful fire from Fort Louis, boldly pushed in towards the fort, still reserving his fire till he came close to the walls of it; and then running his ship aground, plying his small arms and great guns, he drove the enemy from thence, and leaping into a boat scaled the ramparts. Seeing the *Zebra* go in, all the boats with scaling ladders, attended by the gun-boats, seemed to fly towards the scene of action. Those from Point Carriere mounted the walls near where Captain Faulknor had so gallantly run his ship, and seconding him, drove the enemy out of the fort, hauled down the republican flag, and hoisted the British union in its stead.—*Cooper Willyams.*

At the head of the Bay is the plain of Lamentin with the Vauclin mountain in the far distance while on the south side is Trois Ilets with the Ilet à Ramiers, or Pigeon Island, (not Rodney's. *See* page 175) with its fortifications which once defended the position.

From the steamer the spire of the church, the dome of the Schoelcher library and the soaring Royal Palms are conspicuous. Fort-de-France which once had a terrible reputation for yellow fever is now comparatively healthy. It is characteristically French in its appearance, and the Martinicans wisely adhere to the national costume which differs from that of most of the English islands in the many hued fichus and turbans, so very picturesque. The principal hotel overlooks the **Savane**, an open park in the centre of which is a statue of the Empress Josephine in her coronation robes from the chisel of Vital Debray. It is surrounded by tall Royal Palms. The Empress has her head turned towards Trois Ilets across the Bay where she was born on June 23rd, 1763. Her father, M. de la Pagerie, was a planter, and he was practically ruined by a terrible hurricane in 1767 through which 1,600 persons perished.

Also overlooking the Savane are the **Post Office** and the **Bibliothèque Schoelcher.** The latter, a curiously eastern-

THE SAVANE AT FORT-DE-FRANCE

In the centre is a peerless white statue of the Empress Josephine, surrounded by stately Royal Palms

looking building with a dome and over-hanging roof, contains a library and a museum of plaster casts, ceramics, etc., bequeathed by Victor Schoelcher (1804–1893) who was mainly responsible for securing the emancipation of the slaves in 1848. In Place Barré opening out of the Rue Schoelcher there is a statue of that worthy by Marquet de Vasselot in front of the well built Palais de Justice. Schoelcher is shown protecting a negro girl in the attire characteristic of Martinique, and the pedestal is inscribed :

"AUCUNE TERRE FRANCAISE NE PEUT PLUS PORTER D'ESCLAVES."
(No French territory will be able to maintain slaves any more.)

On the hill at the head of Rue Schoelcher is a calvary and chapel from which a superb view of the harbour can be obtained.

An expedition which can be made in comfort in half-a-day or less is to the **Baths of Absalon** situated in the mountains to the north-west of the town. The military camp of Balata (9 km.) is passed en route. Two kilometres beyond it the road to the baths descends to the left and one kilometre farther on the modest Etablissement is reached. Steps down a ravine of exquisite beauty lead to the bath house. The thermal water, which has its origin in the Pitons of Carbet, is impregnated with carbonic acid, with traces of iron, and is much resorted to by persons suffering from anæmia, fever and rheumatism.

Whatever other points of interest the traveller may find in Martinique, a visit to the ruined town of St. Pierre and a sight of Mont Pelé amply repay him for a sojourn in the island. The drive to the ruins of St. Pierre takes four hours each way.

Before the disaster, as the writer can testify, **St. Pierre,** situated in a cup-like valley enclosed by well-defined spurs of hills running down to the sea, was one of the prettiest and brightest towns in the West Indies. It was for all the world like a small French provincial city, with its cabarets and cafés, at the tables of which the Martinicans passed their leisure hours. A long, well-paved street ran the whole length of the town, and the houses on either side,

with red roofs and green jalousies, were far better built than those in the neighbouring islands. Near the centre of the town was the Roman Catholic Cathedral, and along the sea front a shady boulevard, much resorted to by the *flaneurs* of the doomed city, over which towered the majestic and solitary peak of Mont Pelé, 4,500 feet high.

On the fateful May 8th, 1902, after many premonitory symptoms, which were ignored by the majority of the people, a huge mass of fiery vapour burst from the side of Mont Pelé and enveloped the town, including the Opera House, the Cathedral, and the residences of the principal inhabitants, bringing death and destruction in its track. Indeed, not a building escaped the ravaging blast, and it is computed that fully 40,000 persons instantaneously lost their lives through asphyxiation or burning. Such a sight as Pliny witnessed in 79 A.D. was to be observed again at St. Pierre, and visitors to the spot will realise that here only in the world is a modern repetition of the ancient catastrophe. The unfortunate town, which has rapidly become overgrown with bush, contains no treasures of ancient or modern art, and will probably never be considered worth the labour of clearing, but by the shore much digging has been undertaken with a view to the possible re-establishment of St. Pierre, and such articles as molten and flattened globes, door-handles of glass, and other interesting relics of the disaster, are still to be found. On the hill above, the residents point with pride to a shrine, the image and cross of which, while the Cathedral perished and, with other large buildings, is now only a mass of writhen and blistered iron girders, were untouched by fire or ash.

Of all those actually in St. Pierre only one man escaped, a criminal in the condemned cell. This building was situated with its back to the volcano, and, being of massive stone with a grated window facing seaward, neither flame nor ash could enter. His escape was not for long, as the shock was so great that he died from it two days after he was rescued.

The disaster has been graphically described by Mr. F. H. Watkins, I.S.O., who was at the time Commissioner of Montserrat.

For three months prior to the great outburst signs of active disturbance were manifest, and on 25th April, 1902, at 8 A.M., the neighbourhood was darkened as by a total eclipse of the sun. A shower of fine white ashes fell steadily for two hours, covering the district north of St. Pierre to the depth of nearly half-an-inch. When the fall of ashes ceased, the weather remained gloomy and calm, and the crater still continued to emit smoke. Excessive heat was experienced throughout the West Indies at this time. The volcano increased in activity until the 2nd and 3rd of May, when a tremendous outburst of fire and lava overwhelmed the large Guérin sugar estate, situated to the north of St. Pierre, burying, it is estimated, more than 150 persons. Although the fall of ashes did not cease, and some of the inhabitants left for St. Lucia, most persons in Martinique were in hopes that this was the culminating effort of Mont Pelé; and these hopes were heightened on Wednesday, 7th May, by the news that the St. Vincent Soufrière was in eruption, and by the thought that the Martinique volcano would thereby be relieved.

After the destruction of the Guérin and other estates to the north, the terrified and destitute labourers crowded into St. Pierre, to the number of 5,000, thus adding considerably to those destined to meet their fate in the crowning act of destruction.

The morning of the 8th May dawned on St. Pierre with nothing to distinguish it from the others of the previous week. With the exception of smoke issuing from Mont Pelé, no signs of impending disaster were apparent. Being a *fête d'obligation*, the stores and shops were closed. In the roadstead lay about seventeen vessels of different sizes, among them being the *Roraima*, a fine steamer of the Quebec Line. To the north, opposite what had been the Guérin estate, the cable-ship *Grappler* was busily restoring telegraphic communication with the northern islands. About seven o'clock the Scrutton steamer *Roddam* steamed up, but owing to some quarantine difficulties she was ordered to the place set apart for the ships in quarantine, and one anchor had been let go about eight o'clock. By being thus moored slightly out of the full force of the eruption, the *Roddam* probably escaped the fate of the other vessels. In a moment, without warning, came the awful catastrophe. Those who survived stated that the whole side of the mountain seemed to gape open, and from the fissure belched a lurid whirlwind of fire, wreathing itself into vast masses of flame as it descended with terrible speed upon the doomed town. Before the true extent of their peril could be grasped, the fiery mass swept like a river over the town, and, pushing the very waters of the sea before it, set the ships ablaze. In a few seconds, when the flames of the volcano had spent themselves, molten masses of lava and ashes, accompanied by a dense sulphurous vapour, asphyxiated those who had escaped death by fire and shock. The sulphurous fumes hung over the town for some minutes before being dissipated by a faint breeze, and then succeeded utter darkness, illumined by the burning houses and ships from which proceeded the shrieks of the few sur-

vivors. The *Grappler* was the first vessel to catch fire, and was soon seen to turn over and disappear, capsized probably by a sort of tidal wave caused by the force of the explosion. Some of those down in the hold and in the forepart of the *Roraima* managed to escape, but the steamer was burned to a mere shell. The *Roddam* alone escaped. Soon after her anchoring in the quarantine grounds the eruption took place, and immediately afterwards molten lava fell on the ship. In a few minutes a second explosion took place, causing the sea to become a raging cauldron, and this appears to have parted her anchor and caused her do drift. On board were fifteen labourers from Grenada looking after the cargo, seven of whom were roasted alive on the deck, while eight jumped overboard. The chief engineer, the first and second officers, and the supercargo lost their lives. Of the forty persons who left St. Lucia, only ten or twelve returned alive after taking nine hours to steam forty miles. Severely burned on his hands and face, Captain Freeman managed to bring his vessel to port.

The French cruiser *Suchet* landed search parties at 1 A.M. on the 9th, but they were unable to penetrate into St. Pierre. which was still in flames. Some of the streets were lined with corpses. The only person in the place reported to be saved was the criminal referred to previously, though many refugees reached Fort-de-France before the disaster.

By an irony of fate, the *Roddam*, which, like H.M.S. *Calliope* at Samoa, was the only vessel saved from destruction, became a total wreck in the Yellow Sea on September 26th, 1905.

A word may be added with regard to the name of the mountain, which is often incorrectly given as Mont Pelée, while it is really Mont Pelé or La Montagne Pelée, "the bald mountain." To call it Mont Pelée is as ungrammatical as it would be to call the highest mountain in Europe Mont Blanche or La Montagne Blanc. It is a point of interest in connection with the name of the mountain that in Hawaii the goddess Pelé is credited with a volcanic residence, and that at Kilauea the tassels of fused obsidian are known as Pelé's hair.

Proceeding south from Fort-de-France, steamers pass close under the beetling precipices of the **Ilet à Ramiers,** the old fortifications on the summit of which can be plainly seen with the glass.

Farther on, off the south-west extremity of Martinique

is seen the historic **Diamond Rock** (Rocher du Diamant) rising from the sea "like a little haystack." Curiously resembling in appearance Ailsa Craig, this rock was manned in 1804 by English sailors who hoisted cannon to its summit, and harassed the French ships as they passed to and from Fort Royal. (*See* page 178). "H.M.S. Diamond Rock," as it was called, is now rarely visited except by fishermen; but it is said that the tomb of Lieutenant Robert Carthew Reynolds, who was buried there, can still be seen.

That gallant officer died in September, 1805, of wounds sustained seven months before, when cutting out the French corvette *Curieux* which lay in the harbour of Fort Royal. The funeral of this brave and popular officer was conducted with as much ceremony as circumstances would allow. All the officers of Commodore Hood's vessel, the *Centaur*, and every man and boy in the ship who had witnessed his brilliant exploit attended. Lieutenant Maurice, who commanded the rock, was himself one of the chief mourners.

Chapter XI.

THE VIRGIN ISLANDS OF THE UNITED STATES.

This group comprises the islands of St. Thomas, St. John and Santa Cruz (or St. Croix) which were purchased by the United States from Denmark in 1916, and transferred from the Dannebrog to the Stars and Stripes in the following year.

ST. THOMAS.

St. Thomas lies in latitude 18° 20′ N. and longitude 64° 55′ W., 40 miles to the east of Porto Rico and 150 miles north-west of St. Kitts. Possessing a perfect land-locked harbour it enjoys a well-deserved reputation as a coaling station and port of refuge. It affords ample facilities for the expeditious coaling of steamers by day or night, and is much resorted to by shipping on account of its floating dock, shipyards and repair shops. Before the war it was the West Indian headquarters of the Hamburg-Amerika line and of the East Asiatic Company of Copenhagen.

The population, now 10,191, has declined in recent years owing to emigration to Haiti, Santo Domingo and the United States.

The island, of which the total area is 32 square miles, is of volcanic origin. It has a range of rocky hills, running east and west only sparsely covered with vegetation, which slope down to the sea. Charlotte Amalia (population 7,747) the only town, is built on three low spurs of this range and the harbour occupies the crater of an extinct volcano.

INDUSTRIES. Sugar was once the principal industry of St. Thomas. Bay-rum, which is manufactured from leaves of the bay tree (*Pimenta acris*) grown in the neighbouring island of St. John,

is now, however, practically the sole article of export. Tropical fruits and ground provisions are produced in considerable quantities for local consumption. St. Thomas was once the principal entrepôt in the West Indies, and purchasers from the other islands and from Central and South America used to go to it for their supplies of merchandise. Since the establishment of steamship lines and the telegraph system, they have found it more convenient to deal with the merchants and manufacturers in America and Europe and to receive their goods direct. St. Thomas now only supplies some of the Virgin Islands and, occasionally, Haiti and Santo Domingo.

FINANCE. Below is a table showing the revenue and value of the imports and exports of the Virgin Islands of the United States for the ten years 1912–21, as far as can be ascertained:

Year.	Revenue.	Imports.	Exports.
	Francs.	Francs	Francs
1912	—	8,536,000	1,462,000
1913	—	8,871,000	1,716,000
1914	—	6,833,000	1,963,000
		$	$
1917	—	928,000	1,885,000
1918	—	1,892,000	1,249,000
1919	—	1,593,000	1,804,700
1920	859,405	4,540,000	3,993,000
1921	1,409,868	735,000	2,622,000

CLIMATE. The climate of St. Thomas is healthy for Europeans, and particularly enjoyable during the winter months when the trade-wind blows. The greatest heat is experienced in August, September and October, but the thermometer rarely rises above 91° Fahr., while it sometimes falls as low as 64° Fahr. in the months of January, February and March.

HISTORY. St. Thomas was discovered on his second voyage in 1493, by Columbus, who found it inhabited by Caribs and Arawaks. In 1657 the island was colonised by the Dutch who left, however, for what is now New York, giving place to the English twenty years later. It was the oldest of the three Danish colonies in the West Indies, having been taken possession of on behalf of the Danish Crown on March 30th, 1666. In 1671 the Danish West India and Guiana Company was formed in Copenhagen, and acquired the island. After slavery had been introduced in 1680 St. Thomas enjoyed great prosperity. The island was purchased from the company in 1755, and the King of Denmark took the government into his own hands, throwing open the port to all nations in 1764. The British

held the island for ten months in 1801, and again from 1807 to 1815, when it was restored to Denmark, in whose hands it remained until 1916. Slavery was abolished in St. Thomas in 1848. In 1867 a proclamation was issued announcing the approaching cession of the island to the United States, but the Senate refused to ratify the Convention, and negotiations were broken off; in the year 1901 negotiations were again opened for the purchase of the island by the Americans, and the Danish Folkething voted for the transfer, but the Landsthing in 1903 rejected the treaty by a tie vote. Negotiations were reopened in 1916, and on December 22nd in that year a treaty was ratified by Denmark for the sale of the islands to the United States for $25,000,000. This treaty was ratified by the President of the United States, on January 16th, 1917, and on March 31st, in the same year, the Dannebrog was hauled down at Charlotte Amalia, and the Stars and Stripes were hoisted in its place.

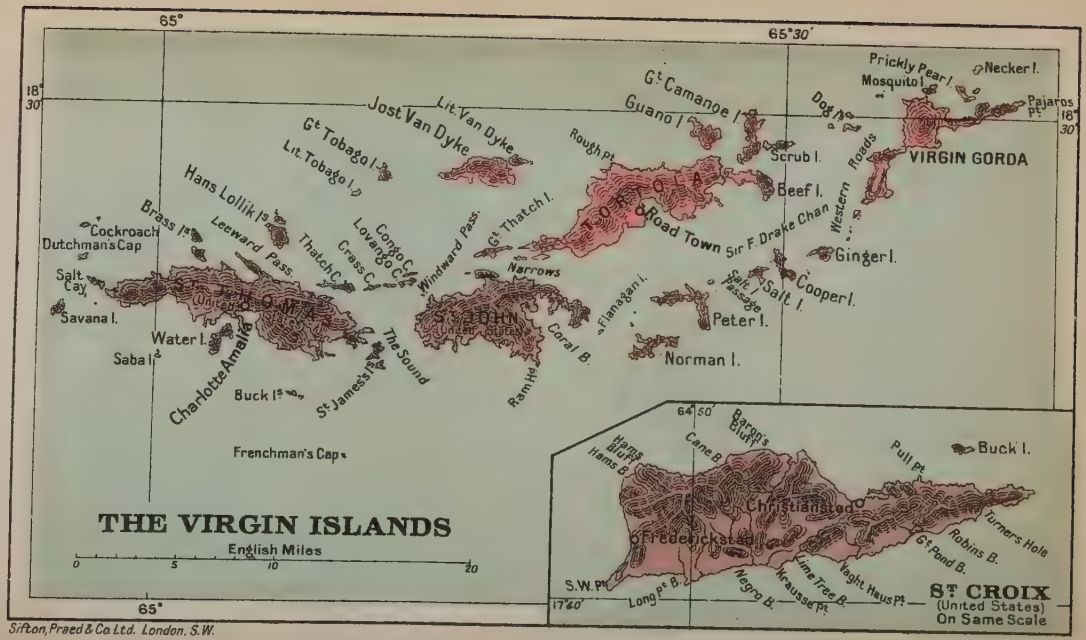
CONSTITUTION. The Virgin Islands of the United States comprise two municipalities, those of St. Thomas and St. John, and St. Croix. Legislative functions are vested in Colonial Councils in each of the two municipalities. In St. Thomas and St. John there are 11 elected and four nominated members, and in St. Croix, 13 elected and five nominated members.

ACCOMMODATION. Charlotte Amalia. At the *Grand Hotel*, Mrs. E. V. Taylor's establishment "*1829*," and the *American Hotel* (kept by an American lady), the terms for board and lodging are from $3 per day. There are also several good lodging-houses where rooms can be obtained on reasonable terms.

COMMUNICATIONS. Charlotte Amalia, St. Thomas, is the first port call of passenger steamers from New York (*see* Appendix I.) The steamers lie alongside the wharves and there is no landing fee. Motor-cars and horses can be obtained from one or two private individuals.

SPORTS. There are two *lawn-tennis* clubs to which visitors are welcomed, and the *boating* and *bathing* to be enjoyed are above the average. Good *sea-fishing* can be had in all the bays. The roads are excellent for *cycling*.

SIGHTS. Entering the harbour of Charlotte Amalia by the narrow bottle-necked entrance under the shadow of **Cowell's Battery** (left) passenger steamers usually lie alongside a wharf immediately opposite the town. **Charlotte Amalia,** which owes its name to the consort of King Christian V of Denmark, and has a population of 7,747, straggles over three spurs of the mountains, known to old time sailors as the fore-top, the main-top and the mizzen-top respectively, down to the waters' edge. Above the town two towers are conspicuous. The one like a large



Sifton, Praed & Co. Ltd. London, S.W.

Sifton, Praed & Co. Ltd, London S.W.

band-box is the so-called **Bluebeard's Castle** and the other is the famous **Blackbeard's Castle** (*see* page 323). Near the centre of the town by the waterside is a quaint little red fort now used as a police station.

The town can be reached on foot in about a quarter-of-an-hour by crossing a small plain, once a prosperous sugar estate, and following the De Beltgem road which is fringed with small villas and gardens gay with hibiscus, bougainvillea and corallita. Turning to the left down the Norre Gade one passes the **Park**, a garden surrounded by palm trees on the right, the **cable office** of the West India and Panama Telegraph Company, whose West Indian headquarters are in St. Thomas, and the tiny castellated **Fort** painted a bright red, which looks as if it had been built out of a box of toy bricks. Now used as a police station the fort is the source of permits which have to be obtained before you can purchase even a bottle of bay-rum, since the island is "dry." Opposite the cable office and on the right is the **Lutheran Church.** A little farther along on the left is the **Grand Hotel** with a charming terrace overlooking **Emancipation Park** in the centre of which is a bust of Christian IX of Denmark—"Fodt 8 April 1818, Könge 15 March 1863, Dod 29 Januar 1906." The hotel has a fine ball-room, over a hundred feet long, and in the neighbouring apartment an interesting relief model of St. Thomas is shown to visitors.

Opposite the Grand Hotel on the hill-side is the hotel known as **"1829,"** the path alongside which leads to **Mafolie** (*see* below). Continuing along the road one reaches the covered **market** and the **National Bank** (right), and the principal stores, several of which are devoted to the sale of bay-rum and souvenirs of St. Thomas.

The streets are clean and well cared for, and it used to be said that, during the Danish régime, visitors found by the police to have dined not wisely but too well, were compelled to expiate their over-night offence by sweeping the streets in the morning.

Good pedestrians can obtain a superb view by ascending the mountain by the rough path behind "1829" to **Mafolie.** From this spot an extensive panorama unfolds itself. Far

below is the town and harbour spread out like a map. Under the shelter of Cowell's battery are the wharves formerly owned by the Hamburg-Amerika, line and the **floating dock** and workshops of the St. Thomas Floating Dock and Engineering Company, Ltd. Towed out from England in 1875 this dock, which can raise vessels of 3,000 tons gross weight and 300 feet keel, has accommodated over a thousand ships. Away to the west lie the islands of Culebra and Vieques and to the east St. John, Tortola and several small islets of the Virgin group. To the south lies St. Croix. Out at sea is the historic **Sail Rock** which, during the American War, received severe punishment from the Captain of a French frigate who mistook it for an enemy ship. Hailing it through his trumpet, his shouts were returned by an echo. Failing to obtain satisfaction he fired a broadside, the thunder of which reverberated from the rock, some ricochetting shot heightening the illusion that he was engaging the enemy. Throughout the night the Frenchman kept up a cannonade, and it was only when day dawned that he discovered what a foolish mistake he had made. To this day the rock closely resembles a sailing ship.

Ascending farther to the saddle above Mafolie an exquisite view can be obtained of the white sandy beach of Magins Bay and Tortola and others of the Virgin islands in the hazy distance. A residence in the neighbourhood commands views on both sides of the island. During the great war a gun was mounted in the gardens of this house for the protection of the harbour and shipping.

On Mafolie Hill there is an obelisk, known as the " Venus Pillar," inscribed *Passagem do Venus Dezembro 6 de 1882*. It was erected by Brazilian astronomers in commemoration of their stay in St. Thomas to witness the transit of Venus.

An even more extended view can be obtained from the hill to the west end of the town, called **Frenchmen's Hill**, which owes its name to French Huguenots who took refuge in the island, and once lived there in some numbers. From there the pedestrian should proceed as far as **Solberg.** An hour's walk in the first instance, and a somewhat longer

one in the second, will give him as fine a view as can be seen in the West Indies, or, for that matter, in any part of the world.

These trips can be made on horseback, but as the hills are very steep, and the roads sometimes rugged, it is well to make sure that the animal to be ridden is sure-footed. If the visitor be a cyclist, with only a short time at his disposal, he will find good roads to the east of the town as far as a sugar estate, whence he can return by a circuitous route, and, passing through to the west, proceed as far as **Nisky ;** he will thus obtain a view of the suburbs and main street, but will miss the beautiful views which can be obtained from the hills.

A few minutes' walk up the hills behind the town to **Blackbeard's Castle,** or to **Bluebeard's Castle,** to the east of the town, will repay the pedestrian. These two castles are supposed to have been the headquarters of two celebrated buccaneers, and many romantic tales are told regarding them. Bluebeard's Castle was really built by the Government in 1689 and was called Frederiksfort. It was used as a fort until 1735, and was sold with the surrounding land to a private individual in 1818. Blackbeard's castle on Government Hill dates from 1674, when it was built by one Carl Baggert. John Teach, or Blackbeard, who is said to have lived in it, was a scoundrel of the deepest dye. In " Tom Cringle's Log " he is described by " Aaron Bang, Esquire," as :

> The mildest manner'd man
> That ever scuttled ship or cut a throat :
> With such true breeding of a gentleman,
> You never could discern his real thought.
> Pity he loved adventurous life's variety,
> He was so great a loss to good society.

He had fourteen wives, and one of his favourite amusements was to take his comrades to the hold of his ship and half suffocate them by kindling brimstone matches. He would also blow out all the candles in his cabin and blaze away with his pistols right and left at random. He eventually died in a desperate encounter with the frigates *Lime* and *Pearl*.

By visitors staying more than a day in St. Thomas many interesting excursions can be made, either on foot or on horseback. Among the expeditions recommended by Mr. John N. Lightbourn, whose name is so well known in St. Thomas, are the following :

(1) From Charlotte Amalia to the east end of the island, commonly known as **Water Bay.** For driving, a strong horse is needed, as there is a steep ascent, and the return journey must be over the same road.

(2) From the main road to the east to **Tetu** estate, passing on the way **Benders** and **Bovoni.** By following this route the tourist is able to visit the Mangrove Lagoon, at Bovoni ; and if he procures a boat from the fishermen there, which, as a rule, he can easily do, and takes a row across the lagoon, he will have a unique experience, which will probably leave many pleasant recollections behind. He must not forget, however, to take provisions, as none can be obtained on the journey.

(3) From the hamlet of **Mafolie,** round to St. Peter's, Brown's, Solberg, and down Frenchmen's Hill. This route is unsurpassed for the charming character of the scenery, and will give a good view of the most fertile part of the island.

(4) From Charlotte Amalia to the west, past **Nisky, Moskito Bay, John Brewer's Bay,** ascending the hill to **Bonne Espérance,** and round the north side of the island down Frenchmen's Hill. This route will give more varied scenery, a further view of the island, and, if the day is clear, an interesting panorama of the cays and islets to the north, and those to the east forming the Virgin Islands group.

There are also numerous excursions which can be made by boat, notably across to the " German " Wharf, climbing thence up the hill to **Cowell's Battery**—so named after Major Cowell of the British army, who was responsible for its erection during the few years of English occupancy—Frenchmen's Bay, etc. Another favourite expedition is from the harbour, through the " Haul Over " to Nisky Bay and Water Island and then on to Krum Bay.

SANTA CRUZ OR ST. CROIX.

Santa Cruz, or St. Croix, lies 40 miles south-south-east of St. Thomas. Its total area is only 74 square miles, and its population 19,683. A range of hills runs parallel with the coast at the western end, the highest peak being Blue Mountain. The principal towns are Bassin or Christiansted on the north shore, and West End or Frederiksted at the western end, which is commercially the more important place. Santa Cruz differs in appearance very materially from St. Thomas, being densely covered with rich vegetation, the sugar-cane fields extending far up the sides of the mountains.

INDUSTRIES. Sugar cultivation is the principal industry, and there are about one hundred sugar estates in the island. A central sugar factory was established by the Government in 1876, which still continues to work, and in the West End quarter of the island another, La Grange, has been established by private enterprise. The breeding of cattle is carried on, but chiefly as an aid to sugar cultivation by providing the necessary stock of working cattle, oxen and mules, and manure. St. Croix produces all kinds of tropical fruits in abundance, and efforts have been made in recent years by one or two planters, not unsuccessfully, to cultivate such fruit as oranges and bananas systematically for local use and with a view of exporting them in the future.

CLIMATE. The climate of St. Croix is very similar to, though rather hotter than, that of St. Thomas; but it is well suited to Europeans. During the greater part of the year the fresh trade-wind blows from the north-east. The wettest season extends from August to December.

HISTORY. The history of the island of St. Croix has been varied and eventful. It was discovered by Columbus on his second voyage, and in 1643 it was inhabited by two distinct parties of English and Dutch. They quarrelled, however, and the Dutch were expelled. In 1650 the English were defeated by Spaniards, who in their turn yielded to one hundred and sixty Frenchmen from St. Kitts. France entrusted the island to the Knights of Malta in 1651, and in 1733 it was purchased by King Christian VI of Denmark. In 1801 it was taken by the English, but restored to the Danes after a few months. Captured again by the English under Sir Alexander Cochrane in 1807, it remained British until 1814, when it was again handed to the Danes.

ACCOMMODATION. In **Christiansted,** *Miss Quin* and *Miss Hark* make arrangements for passing travellers and in **Frederiksted** *Mrs. Coulter* keeps a Boarding House.

COMMUNICATIONS. There is regular weekly steamer communication with St. Thomas by the Bull Insular House Line, and schooner. The island is also on the route of steamers from New York (*see* Appendix I). The roads of the island are good, and well suited for motorists and cyclists. Good motor-cars can be hired for 20 cents per mile.

SIGHTS. Passenger steamers on their voyage down the islands usually call at **Frederiksted** in preference to the capital since it is the more important shipping point. They lie in the roadstead and communication with the shore is effected by boats. Frederiksted, or West End, is an unassuming town of about 3,000 inhabitants. The Police Barracks and Customs Office are on the water-front and the warehouse of Nicholas Crujer in which the great American statesman, Alexander Hamilton, worked as a boy is pointed out.

Parallel with the sea front runs a broad thoroughfare named King Street. **St. Patrick's Church** and Schools now conducted by the American Redemptorist Fathers are reached by the road running into the town from the jetty and deserve a visit.

During the stay of the steamer there is usually time to visit **Christiansted,** the capital of the island, which can be reached by motor-car in about an hour. The road traverses the island, passing the Government agricultural experiment station at Anna's Hope and several large sugar factories. St. Croix used to be called the Garden of the Danish West Indies, and extensive areas under sugar-cane and Sea-Island cotton justify the continuance of this description in respect of its relation to its neighbours.

Christiansted, or Bassin, is built on ground sloping down to the sea. At the head of its long main street of white houses is the church of St. John, rebuilt and enlarged, as a tablet records "under the personal direction and exertions of their esteemed rector, the Rev. F. J. Hawley, D.D., 1849-1858." Burnt to the walls in 1866, it was restored within two years by the congregation and their friends under the Rev. C. J. Branch, Rector. The Church has a font placed there to the memory of Charles James, Bishop of Antigua. At the foot an open place on the water front, at a short distance from the shore is an exquisite little

island, recalling one of those on Lake Maggiore, where the fortunate harbour master has his residence. If she should happen to be in port the *Vigilant* should be inspected. This old schooner was once actually a pirate vessel, but now she plies as a mail and passenger boat between St. Croix and the neighbouring islands. Visitors from Frederiksted should make arrangements for meals at Christiansted by telephone beforehand.

ST. JOHN.

A dependency of St. Thomas.

THE small island of St. John—situated about three miles east of St. Thomas—belongs to the municipality of that island. It has an area of 21 square miles, and a population of 918 only. The Danes took formal possession of it in 1684, but it was not properly settled with respect to population until 1716, when permission was given to sixteen of the inhabitants of St. Thomas to cultivate the island. In the days when sugar was king it contained several very valuable estates, and naturally a much larger population. For instance, at the beginning of last century it had about 3,000 whites and free coloured persons, besides 2,500 slaves, and this was its condition up to the time of emancipation. The "bay leaf" tree (*Pimenta acris*), the leaves of which are used in the manufacture of that most agreeable toilet requisite known as bay-rum, of which there are several manufactories in St. Thomas, is a growth of the island. The leaves are conveyed to St. Thomas, where the bay rum, which has become so popular throughout America, is distilled.

Notwithstanding the unimportance of the place, those who have a day or two to spare, and can enjoy a little boating as well as "roughing it" in the matter of accommodation, will find that a trip to it will fully repay them. There is much fine scenery about St. John, and the island has a romantic side to its history, having enjoyed its own little slave insurrection in the old days long gone by.

Chapter XII.

PORTO RICO.

Borinquen : The Rich Port.

Porto Rico, formerly and more correctly called Puerto Rico, the "Rich Port," lies in latitude 18° 15′ N. and longitude 60° 30′ W., 70 miles to the east of Haiti, from which it is separated by the Mona Passage, and an equal distance west of St. Thomas and St. Kitts. The island is 108 miles long, and its total area is 3,530 square miles, or rather smaller than that of Jamaica and somewhat less than half of that of the State of New Jersey. The population of the island, which has lately risen with great rapidity, is 1,297,772, or about 367 to the square mile, of whom no fewer than two-thirds are classed as white, the remaining third being negroes.

Porto Rico is mountainous, a low range of mountains extending through its greatest length. The highest peak, El Yunque—the Anvil—rises in the north-east corner to 3,600 feet. The slopes of the mountains resolve themselves near the coast into plains of great beauty and fertility. The island is well watered, the chief rivers being the Rio Loiza, the Rio de la Plata, Rio Manati, and Rio Arecibo, which empty themselves on the north side. San Juan, the capital (population 70,707), is situated on an island promontory which encloses an almost land-locked harbour on the north coast. Ponce (41,561), the second town in size, is situated on the south side, and Mayagüez (population 19,069), another town of importance, is near the centre of the west coast overlooking Mona Passage. Porto Rico has three island dependencies, namely Mona, in the channel of the same name, and Vieques, or Bieques (Crab-Island),

and Culebra, off the east coast. Vieques, which is 21 miles long and six wide, is extremely fertile and supports a population of some thousands. Culebra, on the other hand, is almost barren, the inhabitants being dependent on rain for their water supply.

INDUSTRIES. Under the Spanish régime coffee was the principal industry of the island, but since the American occupation, sugar, which is admitted into the United States free of duty, has taken first place among the exports of the island, with tobacco, its no less favoured neighbour, a good second. Coffee, which was protected under Spanish rule, is one of the few products which is on America's "free list," and this, combined with the partial destruction of the plantations by the severe cyclone of 1899, has done much to injure this one-time important industry. In 1921 the principal exports were:

Sugar, tons	409,407
Tobacco, lbs.	14,000,000
Coffee, lbs.	26,731,648

FINANCE. Below is a comparative table of the revenue and expenditure, and imports and exports, of Porto Rico, for the last ten years:

Year.	Revenue.	Expenditure.	Imports.	Exports.
	$	$	$	$
1911–12	7,816,000	8,708,000	42,973,000	49,705,000
1912–13	8,780,000	9,521,000	36,900,000	49,103,000
1913–14	10,109,000	11,053,000	36,407,000	43,103,000
1914–15	12,328,000	13,190,000	33,884,000	49,357,000
1915–16	9,142,000	8,913,000	38,951,000	66,588,000
1916–17	10,938,000	9,734,000	53,545,000	80,971,000
1917–18	12,287,000	11,932,000	63,389,000	74,294,000
1918–19	13,579,000	13,018,000	62,400,000	79,496,000
1919–20	16,686,000	15,622,000	96,389,000	150,811,000
1920–21	11,850,000	11,552,000	150,811,000	112,279,000

CLIMATE. Being only a few degrees within the tropics, Porto Rico enjoys an exceptionally favourable climate. The weather is cool in the winter months, and there is always a marked difference between the night and day temperatures. From November to March the temperature rarely rises above 75° Fahr., while the thermometer often falls as low as from 50° Fahr. to 60° Fahr. The lowlands in the north have a superabundance of rain, but the south is subject to droughts. Since the occupation of the island by the United States, its sanitation has undergone marked improvement.

HISTORY. Porto Rico, the Borinquen of the original Arawak inhabitants, was discovered by Columbus in 1495. In 1508 Juan Ponce de Leon, who had been one of the discoverer's companions on his first voyage, having received permission from Nicolas de Ovanda, Governor of Hispaniola, to explore the island, founded a settlement at Caparra, near the present capital. The settlement was ineffectually attacked by Drake in 1595, " with sixe of the Queene's shippes, and, twenty-one other shippes and barkes, containing 2,500 men and boys." Sir John Hawkins, who accompanied the expedition, " was extreme sicke ; which his sickness began upon the newes of the taking of the *Francis*." He died off the island on November 12th, and was buried at sea. The ships anchored two miles to the east of the capital, and on the 13th they entered " the rode within the great castels " one of which contained " thirty-five tunnes of silver." Three years later the Earl of Cumberland endeavoured to capture the island, but without success. The Dutch under Heinrich tried to reduce it, and in 1678 an attempt was made in the same direction by the English, but both proved unsuccessful. Sir Ralph Abercromby and Admiral Harvey made a further attack on the island in 1797, two months after the capture of Trinidad, but after four days' siege they were compelled to retire. The sloops *Beaver* and *Fury* with the lighter vessels entered a small bay a few miles to the east of the capital and disembarked the troops without meeting with much opposition. Abercromby then advanced against the eastern side of the town and proceeded to bombard it. Owing, however, to the lagoon which separated it from the main island he could not get near enough, and after a few days he withdrew and re-embarked his troops " with the greatest order and regularity." In 1820 a movement for independence was started, but Spanish supremacy was re-established in 1823. After remaining a Spanish possession for over four hundred years, the island was ceded to the United States after the Spanish-American War. On July 25th, 1898, the United States fleet made a demonstration before San Juan. Meanwhile 3,400 men under General Miles were landed at Guanica on the south coast, fifteen miles to the west of Ponce. Three days later that town was surrendered, the Spanish Governor, General Manuel Macias y Casado, falling back on the central ridge of mountains. The Americans then prepared to advance by separate routes across the island ; Guayama, Mayagüez, and Comao were occupied, and part of the American army was within twenty miles of the north coast and part had almost reached Aibonito along the Military Road, when news reached the island of the signature of the peace treaty of August 12th, and hostilities were suspended. The island was finally ceded to the United States on December 10th, 1898, by the treaty, which was signed on that date and ratified on February 6th, 1899.

COMMUNICATIONS. Porto Rico enjoys direct steamship communications with the United States (*see* Appendix I.) The railway of the American Railroad Company of Porto Rico connects San Juan with Ponce and Carolina, and Ponce with Guayama. The

names of the principal stations will be found in the tables given below.

Motor-cars and cabs can be hired in San Juan, Ponce, and Mayagüez. Motor-cars, $5.00 per hour; cabs, $1.50 and $2.00 per hour.

There are several good garages in San Juan where motor-cars can be hired for the round-trip between San Juan and Ponce, the charge for which is $40.00.

San Juan has a service of electric cars which also run to the suburbs of Santurce and Rio Piedras. Ponce also has an electric car service.

SAN JUAN—PONCE.

Stations.	Miles from San Juan.	Approx. Time Taken.
		hr. min.
San Juan City	—	– –
San Juan Station	—	– 7
Talleres	3⅛	– 18
Santurce	3¾	– 21
Martin Peña	5	– 30
Bayamón	12½	– 52
Toa Baja	13⅝	1 16
Dorado	19⅞	1 19
San Vicente	27⅜	1 40
Vega Baja	29¼	1 46
Manatí	36	2 6
Barceloneta	40⅜	2 18
Cambalache	51	2 49
Arrecibo	52⅝	2 56
Hatillo	57⅝	3 25
Camuy	62⅛	3 30
Quebradillas	69	3 53
Isabela X.	76½	4 20
Aguadilla Puente	88¼	5 23
Aguada	94½	5 43
Córcega	103¾	6 49
Añasco	111¼	6 31
Mayagüez Playa	116¼	6 46
Mayagüez Ciudad	117½	6 58
Hormigueros	123	7 15
San Germán	128⅝	7 36
Lajas Ciudad	133⅛	7 53
Lajas Estación	134¾	7 58
Santa Rita	146⅝	8 33
Yauco	149¾	8 44
Guayanilla	157½	9 6
Tallaboa	162½	9 29
Ponce	171¾	9 45

SAN JUAN-CAROLINA.

Stations.	Miles.	Approx. Time Taken.
		hr. min.
San Juan City	—	— —
San Juan Station	—	— 15
Miramar	1⅞	— 19
Talleres	3⅛	— 25
Santurce	3¾	— 28
Martin Peña	5	— 35
Rio Piedras City	6¾	— 44
Rio Piedras Station	7½	— 48
Carolina	13⅜	1 12

PONCE-GUAYAMA.

Stations.	Miles.	Approx. Time Taken.
		hr. min.
Ponce	—	— —
Caño Verde	1¼	— 5
Porinna	6¼	— 25
Potalo	8	— 34
Descalabrado	13	— 57
Santa Isabel	15½	1 6
Salinas	20½	1 38
Aguirre	26⅜	2 0
Guayama	37¼	2 37

CONSTITUTION. A Bill—commonly known as the "Foraker Bill"—providing for a civil government for Porto Rico was introduced into the fifty-sixth Congress of the United States and was passed and assented to by the President on April 12th, 1900. Under this Act civil government was established and came into effect on May 1st, 1900. The Governor is appointed by the President of the United States and holds office for four years. He and the six secretaries of departments are American. There are two legislative chambers, the Executive Council, or "Upper House," composed of the Government Secretary, Attorney-General, Treasurer, Auditor, Commissioner of the Interior, and Commissioner of Education, and five citizens appointed by the President, and the House of

Delegates, or "Lower House," consisting of thirty-five members, elected by the people every two years. The island is represented in the Congress of the United States by a Resident Commissioner. President Roosevelt in 1906 recommended the grant of United States citizenship to all Porto Ricans, but his suggestion has not yet been adopted by Congress. An endeavour is being made by Porto Ricans to secure self-government and there has been movement in favour of independence under American protection.

ACCOMMODATION. San Juan. *Condado Vanderbilt Hotel.* Board and lodging $3 to $5 per day. The *Palace Hotel* and the *Hotels Inglaterra, Eureka, Roma, Caribe* and *Central.* Rooms, $1.50 to $3.00 per day. **Ponce.** Hotels *Francais* and *Melia.* Rooms, $1.50 to $5.00 per day. **Mayagüez.** Hotels *Palmer* and *Paris.* Board and lodging, $1.50 to $2.50 per day.

SPORTS. Since American occupation, *base-ball* has been played; but opportunities for visitors with athletic tastes are fewer than in most other West Indian islands. The Condado Vanderbilt Hotel has good *golf links* on which visitors can play for a reasonable fee. *Dancing* is popular. Masquerade balls are held every year during the Carnival at the municipal theatres.

CLUBS. The principal club in San Juan is the Casino de Puerto Rico. There are also the Spanish Club; the Ateneo de Puerto Rico (the Athenæum) in the Plaza Principal, and a Country Club near the Park and the Union Club pleasantly situated at a short distance out of the town. The Y.M.C.A. occupies a magnificent building in the outskirts of the town.

SIGHTS. San Juan (population 70,707), the old San Juan de Bautista de Puerto Rico, is situated on a promontory that is practically an island connected with the mainland by the bridge of San Antonio, which crosses a marshy lagoon. At the seaward extremity of this promontory, which encloses a magnificent and almost land-locked harbour, is the historic **Morro Castle,** which was erected between the years 1539 and 1584. San Juan was once strongly fortified, and it still forms a noble example of an old Spanish walled city; and it is noteworthy that though the elaborate fortifications existing in 1898 were obsolete they suffered no material damage when they were bombarded by the modern guns of the United States fleet.

Not far from the Morro is the ancient **Castle of Ponce de Leon,** the founder of the city.

The city, which is clean and well cared for, has several spacious plazas, in the principal of which are the municipal buildings. In the **Plaza Cristobal** there is a well-executed

statue of Columbus, who stands on a column grasping the banner of Ferdinand and Isabella, as he did on setting foot for the first time on the New World. The old **Intendencia** is now used by the Government departments.

The favourite excursion from San Juan is the drive by the **Military Road** from San Juan to Ponce and from Cayey to Guayama. A feature of the island is its fine system of macadamised roads, of which there are over six hundred miles, the principal among them being this military road which was constructed by the Spaniards over a century ago. **Ponce,** which stands on a plain two miles from the seaport of Playa, was founded in 1752. **Mayagüez,** the third town in importance, is on the west coast overlooking the Mona passage.

Porto Rico has not yet been developed as a tourist resort to the same extent as Cuba ; but this American island has far greater natural beauty than Cuba can boast. Its roads are superb, and the example of the Spanish, and later the American, engineers might with advantage be followed elsewhere in the West Indies.

Chapter XIII.

THE DUTCH WEST INDIES.

The Dutch possessions in the West Indies consist of the islands of Curaçao, Aruba, and Bonaire off the north coast of Venezuela; St. Eustatius and Saba, and part of St. Martin in the neighbourhood or the Virgin Islands. The Dutch also own Surinam or Dutch Guiana, which is not dealt with in this volume.

CURAÇAO.

The Island of the Liqueur.

Curaçao, which, with the small islands of **Aruba** (west) and **Bonaire** (east) adjoining, is Dutch, lies off the north coast of Venezuela. The island has a total area of 374 square miles, and a population of 32,709. It is hilly and the country in the interior is deficient in water, being entirely dependent upon rain for a supply of that necessary of life. The capital, however, has a salt water distillery which keeps the town well supplied with fresh water. The island looks barren and very rocky from the sea, but the capital, Willemstad, is quite picturesque, the houses, built in the old-fashioned Dutch style with seventeenth-century gables, being mostly painted with bright yellow colours. The exports include divi divi (the pods of the *Cæsalpina cinaria*), hides, phosphate of lime, straw hats, salt, and oil which is imported from Maracaibo, refined and re-exported. A peculiar variety of orange, *Citrus aurantium Carassuviensis*, from which the well-known liqueur is made, grows

in the island. The peel of these oranges is shipped to Hamburg and Amsterdam, where the Curaçao is made. Some liqueur is also manufactured in the island by chemists. Curaçao has several harbours, the principal of which is Santa Anna, on the south-west side, the port of Curaçao, and Willemstad. Only the upper classes speak Dutch, and they also speak English, Spanish and French. The lower classes speak a patois called "papiamento," which consists of a mixture of those languages with Dutch.

HISTORY. The island was settled by the Spanish in 1527, and captured from them by the Dutch in 1634. The English took it in 1800 and again in 1807, but it was restored to the Dutch in 1816, and has remained in their possession ever since.

ACCOMMODATION. Curaçao has two good hotels, the *Hotel del Commercio* in **Willemstad** and the *Hotel Americano* in **Otrabanda,** on the western side of the harbour. The terms at both are moderate.

FINANCE. The table given below shows the revenue and expenditure, and the imports and exports, of the Dutch West India Islands—namely, part of St. Martin, St. Eustatius, Saba, Curaçao, Aruba, and Bonaire—for the last ten years :

Year.	Revenue.	Subvention paid by Holland.	Expenditure.	Imports.	Exports.
	£	£	£	£	£
1911	58,972	29,570	88,542	360,416	154,666
1912	60,396	35,401	95,797	404,666	202,083
1913	69 193	33,473	102,666	399,250	190,416
1914	56,024	43,576	99,600	390,250	180,633
1915	56,118	48,501	104,619	388,750	194,833
1916	69,360	45,640	115,000	512,833	201,500
1917	66,889	60,467	127,356	571,666	260,416
1918	70,829	68,671	139,500	608,917	226,750
1919	123,053	83,347	206,400	725,083	422,583
1920	185,873	104,587	290,460	1,523,583	908,583
1921	136,523	83,667	220,190	1,583,666	1,108,000

COMMUNICATIONS. Curaçao is reached by the steamers of the Dutch and French Mail Companies (*see* Appendix I). Carriages and motor-cars can be hired.

CONSTITUTION. The Dutch West Indian islands have one Governor who is assisted by a Council composed of a Vice-President and three members nominated by the Sovereign. There is also a Council consisting of thirteen nominated members.

SIGHTS. The capital is divided by the harbour of Santa Anna into two parts, Willemstad and Otrabanda (other side). The entrance of the harbour, which is spanned by a pontoon bridge, is protected by Fort Amsterdam and two other forts. A drive round the Scholtgat, a deep lagoon connected with the harbour, and to an interesting grotto six miles to the north-north-west of Willemstad, is recommended. Some of the plantations and attractive country residences may also be visited.

ST. MARTIN.

The joint-owned Island.

St. Martin, which lies between Anguilla and St. Bartholomew, is partly French and partly Dutch. Twenty square miles of the island belong to France, and form a dependency of Guadeloupe, and 18 square miles belong to Holland, and form with St. Eustatius and Saba a dependency of Curaçao. It rises to a height of 1,236 feet above the sea, and it has only a small cultivable area.

INDUSTRIES. Salt is the principal industry of both colonies, but cotton and live-stock are also exported. The chief settlement in the French portion is Marigot, and in the Dutch, Philippsburg. The population of the French part is 3,200 and of the Dutch 3,500. Most of the inhabitants are English-speaking negroes.

HISTORY. St. Martin was occupied by the French freebooters, and by the Spaniards between 1640 and 1648, in which year it was divided between the French and the Dutch. Regarding the origin of its joint ownership, the story is told that a Dutchman and a Frenchman visited it simultaneously and started to walk round it from a certain point on the coast, agreeing to divide the island between them by a line drawn from the point whence they started to that at which they met. The astute Dutchman was a slower walker than the Frenchman, but he started off towards the more valuable end of the island—that in which salt-ponds are situated. Thus, while the larger portion fell to France, Holland secured the richer part of St. Martin. The island is quite off the "beaten track" and is rarely visited by steamers, access to it being gained by schooners and sloops which do not, as a rule, commend themselves to tourists.

ST. EUSTATIUS AND SABA.

The "Golden Rock," and an Old Volcanic Crater.

St. Eustatius, or Statia, a dependency of the Dutch island of Curaçao, lies to the north-west of St. Kitts. It consists of two volcanic cones with an intervening valley, its total area being only nine square miles. The town is Orange town, and it has two forts. Yams and cotton are the principal exports. The population of the island is 1,315, and the language is English, only the employers speaking Dutch. At the landing-place in a small cove the remains of many warehouses testify to the former importance of the islet.

The tiny island of **Saba,** to the north-west of St. Eustatius, which has an area of five square miles and a population of 1,661, also belongs to Holland, having been occupied by the Dutch in 1632.

Little more than a rock rising sheer out of the sea and very inaccessible, Saba was the last stronghold of the buccaneers. It has three small villages, the Bottom, where the Administrator resides, 900 feet above the sea, Windward Side, 1,200 feet, and St. John's, 1,900 to 2,000 feet above sea-level. The male population almost without exception follow the sailor's profession, and they are great boat-builders. The boats are built in the high lands and shot into the sea below when they are ready for launching. Next to boat-building the chief industry is potato-cultivation. The women also make beautiful lace-work. The landing-place consists of a small rocky spot some few yards only in extent. Landing is difficult, and can only be effected by the natives in their own boats. Access from here to the lower town is gained by a path cut out of the side of the hill in irregular steps, up which ponies take the traveller in perfect safety. On the leeward side of the island there is another landing-place from which the lower town is reached by a staircase cut in the rock and called "The Ladder."

The inhabitants have fair complexions and rosy cheeks, showing that they have not intermarried to any extent with the blacks. English is spoken, though Dutch taught in the schools.

HISTORY. St. Eustatius was first colonised by the English and French in 1625 and was taken by the "Dutch West India Company" in 1632. After changing hands many times it has remained in the possession of the Dutch since 1816. In 1780 the population was 2,500 and the island was so wealthy that it was known as the "Golden Rock." It was the chief mart of the West Indies, and sometimes no fewer than 700 vessels lay at anchor off its shores. At this period rows of large warehouses, the ruins of which are still to be seen, were erected along the shore. During the early part of the American War, Holland remained neutral, and being a free port St. Eustatius enjoyed a brisk trade with America. In 1781 England declared war against Holland, and Rodney seized the island on February 3rd in that year when the inhabitants were unaware of the rupture of peace. He ordered that the Dutch flag should remain flying for some time from the batteries, and by this means succeeded in capturing a large number of vessels which fell into the trap. Many stores were captured with merchandise which, when sold, realised no less than £3,000,000. Later in the year the island was recaptured by the Marquis de Bouillé; but it never regained its prosperity and by 1818 the population had fallen to a low level.

Chapter XIV.

CUBA.

The Pearl of the Antilles.

Cuba, the largest of the West Indian Islands, lies between 74° and 85° W. longitude and 19° and 23° N. latitude, 50 miles to the west of Haiti, from which it is separated by the Windward Passage. It has a total area of 44,178 square miles, and a population of 2,600,000. Its northern seaboard is on the Gulf of Mexico and the Atlantic Ocean, and its southern coast is washed by the Caribbean Sea. The eastern end of the island is mountainous; the centre consists of gently sloping plains, which, being high above the sea, are well drained and densely cultivated with sugar-cane, and the western end of the island, which is essentially the tobacco-growing district, is broken by mountains slightly lower than those in the eastern part. The rock-bound coasts have numerous indentations, many of which form admirable harbours. The general outline of the island has been likened to that of a bird's tongue; but Mr. Robert T. Hill, of the American Geological Survey, compares it more appropriately to a hammer-headed shark, the head forming the straight south coast of the east end of the island, from which the sinuous body extends westward. This analogy is made more striking by the two long strings of cays, or islets, which extend backwards along the opposite coast, parallel with the main body of the island. Prominent among the islands off the coast, which number no fewer than 1,300, is the Isle of Pines, a dependency of Cuba, to which reference is made on page 359. The rivers are numerous, but none of them are of any consequence, except perhaps the Cauto in Oriente, which is navigable by small vessels for 75 miles. Cuba has six provinces: Pinar del Rio, Havana, Matanzas, Las Villas, Camagüey, and Oriente. The island is also popularly divided into the Vuelta Abajo (lower turn), west of Havana;

the Vuelta Arriba (upper turn), east of Havana to Cienfuegos; las Cinco Villas between Cienfuegos and Sancti Spiritus, and the Tierra Adentro between Cienfuegos and Bayamo.

INDUSTRIES. The staples are sugar and tobacco: aided by the substantial preference given to it in the United States markets the sugar industry has made rapid strides and there are upwards of two hundred factories in the island. The tobacco industry also continues to expand, and the famous Havana and Cuban cigars show no signs of losing their well-deserved popularity. The best tobacco is produced in the famous Vuelta Abajo region in Pinar del Rio, but good tobaccos are also exported from Trinidad, Cienfuegos, and Santiago. Fruit and other tropical produce is also exported, and stock-breeding gives employment to many people. The mineral resources of the island include iron-ore, manganese, copper, and salt. The latest available figures of the principal exports are:

Sugar	1921	tons	3,936,040
Rum	1919	galls.	11,489,718
Cigars	1919	.	135,290,443
Honey	1920	galls.	185,091,864

The direction of the trade of the island in the year 1920 was:

	Imports.	Exports.
United States	$321,627,440	$642,148,032
Rest of America	32,833,524	23,837,143
Great Britain	15,060,680	126,451,511
Spain	19,824,512	10,860,776
France	13,607,288	26,584,432
Other Countries	34,340,107	25,256,445

FINANCE. The revenue and expenditure, and imports and exports, of Cuba for the past ten years, are given in the table below.

Year.	Budget Figures. Revenue.	Expenditure.	Imports.	Exports.
	$	$	$	$
1911–12	34,025,000	34,025,000	118,970,000	146,787,000
1912–13	37,940,000	33,974,000	132,289,000	165,207,000
1913–14	37,940,000	33,974,000	131,821,000	170,130,000
1914–15	41,829,000	40,262,000	122,811,000	214,913,000
1915–16	41,829,000	40,263,000	171,809,000	301,954,000
1916–17	41,829,000	40,263,000	234,832,000	332,332,000
1917–18	46,680,000	44,153,000	297,001,000	378,220,000
1918–19	64,460,000	54,395,000	313,166,000	471,855,000
1919–20	*	*	434,189,000	856,410,000
1920–21	83,310,000	83,310,000	570,930,000	395,915,000

* Figures not available.

CLIMATE. Cuba being only just within the tropics, its climate is not so hot as that of most other West Indian islands. The mean annual temperature at Havana is only 77° Fahr., but inland and on the south coast it is greater. The rainy season is from May to October, the mean annual rainfall being 52 inches. In the Sierra Maestra mountains the thermometer sometimes falls almost to freezing point.

HISTORY. Cuba was discovered by Columbus during his first voyage, on October 28th, 1492. He called it Juana, after Princess Juana, daughter of his patrons, Ferdinand and Isabella; but after Ferdinand's death it was renamed Fernandina. It was subsequently called Santiago, in honour of the patron saint of Spain, and, later, Ave Maria, before it reverted to its native name, Cuba. In 1500 Diego Velasquez formed several settlements, including that of Havana, which was established on its present site in 1519. Slaves began to be introduced as early as 1523, and the cultivation of tobacco and sugar was successfully started. Havana was frequently attacked by pirates and buccaneers, and in 1762 it was captured by the English under Lord Albemarle and Admiral Sir George Pocock. In the following year the island was restored to Spain in exchange for the Floridas by the Treaty of Paris. The most brilliant period of Cuba's existence opened in 1790 with the Governorship of Las Casas. In 1848 President Polk suggested the transfer of the island to the United States for $1,000,000, and in the latter part of the nineteenth century constant efforts were made by the Cubans to shake off the tyrannical rule of Spain. In 1895 the final revolution broke out under Gomez, Maceo, Marti, Garcia, and others. The Spaniards, in their efforts to suppress it, adopted drastic measures, including the erection of block-houses and barbed wire entanglements, and the concentration of non-combatants in camps, a proceeding which led to much suffering, but without avail. The American people showed their sympathy with the "reconcentrados" by gifts of food, etc.; but no official action was taken by the United States until their battleship *Maine* was blown up—by a Spanish mine it was alleged—in Havana Harbour in February, 1898. They then, yielding to pressure of public opinion, intervened. On April 20th the withdrawal of the Spanish troops was demanded. Hostilities resulted, and on July 3rd a Spanish fleet under Admiral Cervera was destroyed ship by ship as it left Santiago Harbour, the entrance of which Lieut. Hobson, an American, had gallantly endeavoured to block by sinking the *Merrimac* in the fairway, and on July 15th the city capitulated. By the Treaty of Paris which followed the war, Cuba was surrendered to the United States in trust for the Cuban people. After a period of military rule, the Cuban Republic was established under the protection of the United States, which retained Guantanamo as a naval station.

CONSTITUTION. Cuba is an independent republic under the protection of the United States. The constitution was framed during the American occupation and was adopted on February 21st, 1901. The President is elected for four years by an electoral college.

Sifton, Praed & Co. Ltd St James's St. London S.W.

CUBA
English Miles
0 25 50 75 100 200
Province Boundaries
Railways
75
25
20
Nassau
New Providence I.
Andros Island
Great Bahama Bank
BAHAMA ISLANDS
Gt Exuma Island
Rum Cay
Long I.
Jumentos Cays
Crooked I.
Acklin I.
Seal Cay
Gt Ragged I.
Cayo Fragosa
Cayos S. Maria
Cayo S. Felipe
C. Coco
Cayo Cruz
C. Romano
San Fernando
Falla
Bonicoc
Bunagua
Port Tarafa
Nuevitas B.
Salvador
Florida
Camaguey
Nuevitas
Manati
Chaparra
Gibara
Sta. Lucia
Great Inagua I.
Pt. Macurije
Marti
Palo Seco
Jobabo
Holquin
Omaja
Banes
B de Nipe
Antilla
Pt. Mangle
Alto Cedro
Guamo
R. Cauto
Manzanillo
Laberinto de Doce Leguas
S. Cruz del Sur
G. of Guacanayabo
Yaro
Bayamo
Baire
S. Luis
Jamaica
Baracoa
C. Maisi
Imias
Niquero
SIERRA MAESTRA
C. Cruz
Portillo
Guama
Santiago de Cuba
Guantanamo
Caimanera
Boqueron
HAITI
Great Bahama Bank

The Congress consists of two houses, a Senate comprising four members from each province chosen by a provincial electoral board and a House of Representatives whose members are elected by the people for four years, half retiring every two years. There is one representative for every 25,000 inhabitants.

ACCOMMODATION. Most of the "hotels" in Cuba *are* hotels, which is more than can be said of many of the houses passing as such in other parts of the West Indies. In **Havana** the *Hotel Inglaterra*, facing Central Park, is recommended; also the *Hotel Sevilla*, which has a charming palm court, the *Hotel Plaza*, and the *Passage Hotel* on the Prado. The *Telegrafo Hotel*, facing Central Park, and the *Hotel Miramar* are also very well spoken of. The rates at the best hotels run from $3.50 per day and upwards (American plan), meals being paid for when taken.

Antilla. *Hotel Antilla.* **Camagüey.** *Hotel Camaguey.* **Matanzas.** *Hotel Paris.* **Pinar del Rio.** *Hotel Ricardo.* **Santiago.** *Casa Grande.*

COMMUNICATIONS. Cuba can be reached by the steamers of several companies direct from America and the United Kingdom (*see* Appendix I), and also by ferry from Key West.

At Havana, landing is effected from some steamers at the docks and from others by tender or shore boat; at Santiago at the wharf or by boat, and at Antilla by shore boat ($1.00 return).

In Havana harbour ferry steamers ply regularly between the railway wharf and Regla (5 cents) and Casa Blanca (5 cents). Electric cars run in connection with the Regla service to Guanabacoa.

Motor-cars are plentiful in Cuba and the cab and carriage fares are fixed by the Municipalities. In case of doubt, passengers should request the driver to show the official printed schedule of charges. In every case where it is possible, the hiring of cabs, carriages, and other vehicles by the hour should be done through the hotel interpreters, who are charged with the special care of patrons. The rate for cab and carriage hire per hour varies from 75 cents to $1.50 in the several cities.

Tourists wishing to see Havana and Cuba to advantage cannot do better than pay a visit to **Mr. Foster's Information Office,** Prado and Central Park, where they will be able to obtain much valuable advice. Travellers by train will find the "folders" of the various railroad companies useful sources of information.

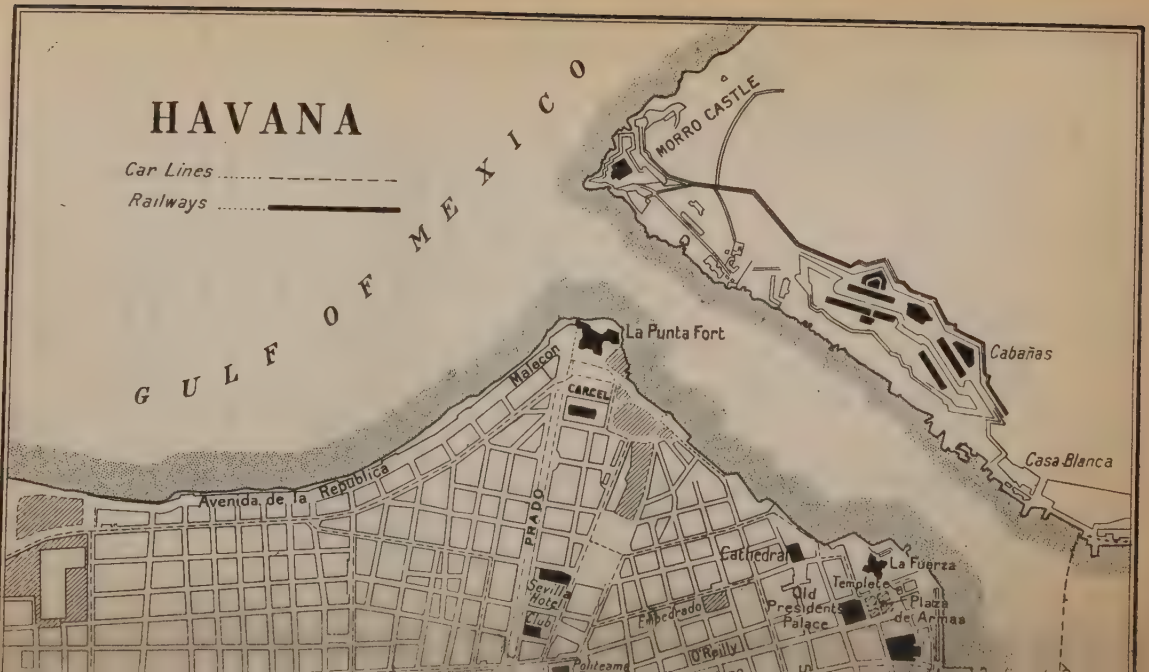
The first railway in Cuba was the line from Havana to Güines, which was opened as far back as 1837 and now forms part of the system of the United Railways of Havana and Regla Warehouses, Limited. The island is now covered with a net-work of lines of over 2,200 miles in extent. The most important are those of the United Railways, the Cuban Railroad, Havana Central Railroad, Guantanamo Western Railroad, and Havana Terminal Railroad Companies.

The table on next page gives the chief towns mentioned in the following pages, their distance from Havana, and the time taken in reaching them, with the first-class fares.

Miles.		Approx. time taken.	Fares.	
			Single.	Return.
Miles		hr. min.	$	$
520	Antilla	22 30	29.21	—
36	Batabano	1 55	2.95	4.72
340	Camagüey	14 15	20.57	23.24
109	Cárdenas	4 18	7.96	12.74
195	Cienfuegos	8 35	12.33	19.73
31	Guanajay	1 30	0.55	—
569	Guantanamo	—	31.70	—
32	Güines	—	0.93	—
53	Madruga	2 17	4.25	—
10	Marianao	0 14	.10	.20
58	Matanzas	1 55	4.60	7.36
111	Pinar del Rio	4 45	5.54	7.76
241	Sancti Spiritus	10 25	15,51	—
180	Santa Clara	7 23	12.08	—
538	Santiago de Cuba	23 30	30.08	—

SIGHTS. Havana (population 363,506), capital of Cuba, the San Cristobal de la Habaña of the Spaniards, stands on the shores of a magnificent land-locked harbour towards the eastern end of the north side of the island, 90 miles from Key West, the last of a chain of coral islets—now connected by railway—extending from the south of Florida. The chief settlement of Havana was first established by the Adelantado Don Diego Velasquez on July 25th, 1515, on the south coast near the mouth of the Güines or Mayabeque River. From there it was transferred to a spot on the north coast which, on account of its exposed position and consequent liability to attack by pirates, was in turn abandoned in favour of the present site in 1519. By its founder it was proudly named "Llave del Nuevo Mundo y Baluarte de las Indias Occidentales" ("The Key of the New World and the Bulwark of the West Indies").

The approach to the city of Havana from the sea has been justly praised by many well-known writers. Beyond the surf-beaten coast the first conspicuous object to strike the eye is the historic **Morro Castle,** whose venerable fortifications command the narrow bottle-neck entrance to


HAVANA
Car Lines
Railways
GULF OF MEXICO
MORRO CASTLE
La Punta Fort
Cabañas
Casa Blanca
Malecon
CARCEL
Avenida de la Republica
PRADO
Cathedral
La Fuerza
Templete
Plaza de Armas
Old President's Palace
Seville Hotel
Club
Obispo
O'Reilly

San Rafael
Payret Theatre
Custom House
Post Office
President's Palace
Hotel Pasaje
Teniente Rey
Machina Wharf
UNITED STATES OF HAVANA
Marti Theatre
Tacon Market
Colon Park
La India
Carlos III
Calzada de la Reina
Alfonso
Egido
Principe
FERRY TO REGLA
FERRY TO REGLA
Havana Central Wharf
HARBOR
CENTRAL STATION
Calzada del Monte
UNITED STATES OF HAVANA
N
Scale of Miles.
0
1/4
1/2
3/4
1 MILE

the harbour, and its tall lighthouse, erected in 1844 by Governor-General O'Donnell, whose name is inscribed upon it. It may be mentioned that the name Morro, which is also given to similarly placed fortresses at Santiago and at San Juan, Porto Rico, signifies "promontory." The castle, which was erected between the years 1589 and 1597, is partly hewn out of the rock and partly constructed of solid blocks of rock, and this gives it an irregular appearance. It is reached by an inclined road, the moat, which is about 70 feet deep, being crossed by a drawbridge. The Morro was captured by the English under Lord Albemarle and Admiral Sir George Pocock in 1762, and a battery to the east of the Castle perpetuates the memory of the gallant Don Luis de Velasco, who preferred to die fighting rather than be taken prisoner. The first landing was effected on June 7th to the east of the harbour, and the Morro was closely invested by land and sea, the Spanish Fleet of twenty vessels remaining in the harbour just as Admiral Cervera's ships were to do one hundred and thirty-six years later at Santiago. The English having made a breach in the walls of the Morro mounted it, and then, to quote the *Annual Register* of 1762 :

> They entered the fort, and formed themselves with so much celerity, and with such spirited coolness of resolution, that the enemy, who were drawn up to receive them, and who might have made the assault an affair of great bloodshed, astonished at their countenance, fled on all hands. About four hundred were slaughtered on the spot, or ran to the water, where they perished. Four hundred more threw down their arms, and obtained quarter. The second in command, the Marquis de Gonsales (*sic*), fell whilst he was making brave but ineffectual efforts to animate and rally his people. Don Lewis (*sic*) de Velasco, the Governor, who had hitherto defended the fort with such obstinate bravery, seemed resolved in this extremity to share the same fate with it. He collected an hundred men in an intrenchment he had made round his colours. But seeing that all his companies were fled from him, or slaughtered about him, disdaining to retire or call for quarter, he received a mortal wound, and fell, offering his sword to his conquerors. The English wept with pity and admiration.

The old plan of the siege on page 347 is reproduced from the *Gentleman's Magazine* for October, 1762. The Spanish fleet is seen lying in the harbour, the mouth of which was protected by a chain boom.

The steamer passes under the walls of the Morro by a narrow channel scarcely more than 1000 feet in width. On the right is another fort known as **La Punta,** and beyond it the city of Havana, round the seaward side of which is the magnificent driveway on a sea-wall called the **Malecon,** with its gardens and handsome bandstand. Beyond the Morro on the left are the heights, bristling with elaborate fortifications and barracks, known as the **Cabañas,** the erection of which was begun in 1763, the year after the capture of the Morro by the English, and completed in 1774. The fortress is entered by a massive gateway approached by a drawbridge. The chief point of interest is the **Laurel Ditch,** where many Cubans were shot by the Spanish soldiers during the revolution. For a distance of 85 feet along the wall the marks of the bullets can distinctly be traced. A bronze tablet, let in, commemorates this appalling sacrifice of life. From the ramparts a superb view of Havana can be obtained. On the parapet is a marble column erected in honour of the repulse of the expedition of Lopez and the American Colonel Crittenden in 1851. That unfortunate colonel, who was a West Point graduate and came from Kentucky, was persuaded by Lopez to join an expedition to attempt to free Cuba from the Spanish yoke. They landed about 35 miles from Havana, and were defeated by the Spanish forces. Crittenden and fifty of his men were captured and confined in the fort of **Atares** across the harbour, and were eventually placed in a row and shot down by the Spanish troops. Lopez, a Venezuelan by birth, was publicly garrotted at the foot of the Prado.

A steam of just under a mile past the Morro and Cabañas brings the steamer into the spacious harbour of Havana, the extreme length of which is about three miles, and the maximum breadth 1½ miles. The harbour once had the reputation of being one of the filthiest in the world. For nearly three centuries it received the sewage and refuse of the city which, in the absence of any streams or rivers to carry them out to sea, accumulated to such an extent as to prove a serious menace to health. So foul indeed was the mud that captains of vessels preferred to make

An old Plan of the Siege of Havana. (*see* page 345)

fast to buoys instead of dropping their anchors into it. In recent years, however, some improvement has been effected by dredging, and the provision of a sewerage system and the adoption of sanitary improvements have rendered Havana quite healthy. It was in this harbour that the Spanish treasure fleets known as the Galleons and the Flota used to collect before their departure for Europe, and it was in this harbour, too, that the United States cruiser *Maine* (Captain Sigsbee) was blown up at 9.40 P.M. on February 15th, 1898, an event which was the immediate cause of the outbreak of war between the United States and Spain. Two hundred and seventy men and two officers were killed, and it was claimed that the disaster was due to the explosion of a mine by the Spanish. Whether this was really the case or not has been the subject of much subsequent discussion; but the cry which was raised, "Remember the *Maine!*" proved irresistible. For years after the war the wreck lay where she sank with the Stars and Stripes flying at half mast over her, but in 1912 the vessel was raised and towed out to sea and buried. The following account of the ceremony was given by an American sailor, J. L. Fahy, in a letter to a comrade:

Shortly after one o'clock the United States navy tug *Osceola* made fast to the *Maine* and, with the assistance of two other tugs, started to tow the remains of that ill-fated vessel to her final resting place. As they approached the entrance of the harbour the *North Carolina* got under way, followed by this vessel (*Birmingham*), and that was the start of the strangest funeral procession ever witnessed, for every vessel in the harbour, no matter of what description, got into line. As the *Maine* passed Morro, a salute of twenty-one guns was fired, and during all this time they had a band playing a "Dead March." Slowly she was towed to sea, and at about five o'clock the three blasts from the whistle of the *North Carolina* informed us that the proper position outside the three-mile limit had been reached. It was then the men became eager and all eyes were centred on the decks of the *Maine*, and we could see the men on board, about half-a-dozen of them, moving about. Then they commenced to open up the sluices and sea-cocks, and after this was done, and they had gone over the side into a boat and then to a tug, and the lines from the tugs had been cast off, it was piteous to watch her drift and stagger about as the sea and current directed, unable to help herself, she who had once been the pride of our navy, now a poor helpless wreck. Like a poor doomed wretch about to be executed and who

had lost his sight, she drifted about, rolling a little, and it seemed for a long time that she was not filling up at all, but after a time it became perceptible ; and she then seemed to go down little by little until she commenced to take the seas over her deck, and then she filled rapidly and finally went out of sight in one last long plunge. Believe me, I never want to see anything like it again.

Landing is effected at Havana from some steamers at the wharf and from others by tender or shore boat. The **Customs** department has its headquarters in an old church. The formalities where tourists are concerned are not very serious. The handsome **Railway Station** of the United Railways of Havana and Regla Warehouses, Limited, is situated near the south of the town where the arsenal stood. A short drive from the wharf takes one to **Colon Park,** comprising the small **La India Park** and the old **Campo Marte,** or parade ground, the first of a series of parks and avenues extending across Havana from south to north. They follow closely the direction of the old walls, the position of which is clearly shown on the old plan on page 347, and the terms intramural and extramural are still used to define the position of buildings. La India Park takes its name from a charming statue of an Indian maiden emblematic of Havana, which was the gift of Count de Villanueva, the former owner of the property. On the site of the old railway station near by is the new Presidential Palace. From Colon Park the **Upper Prado** leads to Central Park, from which the Prado, a leafy avenue of laurel trees, extends to the Malecon, or sea-wall. In Central Park there is a statue of José Marti (1853–1895), one of the prime movers in the revolution of 1895, from the chisel of the Cuban sculptor of Villalta de Saavedra.

The **walls** were begun in 1671 and completed in 1702 ; but after the successful attack by the English in 1762 the fortifications were greatly strengthened. The Abbé Raynal states in his history that between 1763 and 1777 £933,916 4*s.* 11¼*d.* was spent on them. The walls were demolished between 1863 and 1880, and only fragments remain at the head of Teniente Street and behind the Church of the Angel.

From Central Park, **Pi-y-Margall** (the name is that of a

Cuban Patriot), or **Obispo** (Bishop), and **O'Reilly** streets run parallel in a north-easterly direction to the old President's Palace in the Plaza de Armas, a substantial building erected in 1834. These two streets, which are very narrow but extremely picturesque with their tinted awnings and quaint signs, form the chief shopping centre in Havana. O'Reilly Street owes its title to the Spanish General of that name, who entered the city by it while the English left by Obispo Street when Havana was restored to Spain in 1763.

The **Plaza de Armas** is a centre of interest ; to the north of it is **La Fuerza,** said to be the oldest fortress in the New World. It was erected by Hernando de Soto in 1519. The story goes that when that worthy set sail to conquer Florida he left his wife, Dona Isabella, behind. Here for four years she anxiously awaited the return of her husband, and here, when she heard of the failure of the expedition, she died broken-hearted. On the tower is the **Habaña,** a figure emblematic of the city.

Facing the President's Palace is **El Templete,** a small temple which was erected in 1828 and dedicated on March 9th in that year to mark the spot—originally identified by a huge silk-cotton tree—where the first Council met and the first Mass was sung when the city was established in 1519. It was here that the reputed remains of Columbus first rested when they were transferred to Havana from Santo Domingo in 1795. Arrete records that in 1755 the silk-cotton tree was still living. In 1747 Captain General F. Cagigar erected an obelisk of stone as a permanent memorial. A bronze tablet in the enclosure is inscribed :

> During the reign of his Majesty Don Fernando VII, under the Presidency and Governorship of Don Francisco Dionisio Vives, the most faithful, religious, and pacific Havana erected this simple monument, consecrating the place where, in the year 1519, was celebrated the first mass and holy office, the Bishop Don Juan José Diaz de Espada solemnizing the Divine Sacrifice of the Mass on the 9th day of March, 1828.

In the court there is a bust of Columbus which was studied by the American painter John Vanderlyn, for his painting of the landing of Columbus in the rotunda of the Capitol at Washington.

The temple contains three commemorative paintings by Escobar of the installation of the first Council at Santiago, the celebration of Mass, and the inauguration of the monument. The temple is only opened to the public on November 16th, the official "birthday" of Havana. Though the city was founded on St. Christopher's Day, the Pope gave permission for it to be celebrated on November 16th instead of that day so that the festivities might not clash with those in honour of St. James, whose date is the same as that of St. Christopher. Permission to visit the temple can, however, generally be obtained from the Mayor.

The building at the seaward end of the Prado was formally the **Carcel** or jail, which was erected in 1839 by convict labour. Just beyond it is the **Students' Memorial,** a simple piece of the wall of the old Commissary Building, a tablet let into which records that on November 27th, 1871, eight young Cuban students were sacrificed on the spot by the Spanish volunteers. A more elaborate memorial stands in **Colon Cemetery** to the west of the city. Here burials still take place in niches or columbaria like those of the early Christians.

During the ten years' war for freedom from 1868 to 1878, there was great animosity between the Spaniards and Cubans. Children born to Spanish parents in the island were considered Cubans, and many families were consequently divided among themselves. In 1871 a certain Gonzalo Castañon, in an ultra-Spanish paper which he edited called *The Voice of Cuba*, made an attack on Cuban women, and was accordingly challenged by a patriot to fight a duel at Key West. The challenge having been accepted, the fight took place and the Spaniard was killed. His body was brought to Havana and buried with much ceremony in one of the niches in the cemetery behind San Lazaro hospital. Some little time later, a party of students from Havana University were alleged to have spoken disrespectfully of Castañon and to have desecrated his tomb. This enraged the Spanish Volunteers, who demanded vengeance. It being impossible to ascertain which of the students were guilty, an entire class consisting of forty young men was arrested and tried by court-martial. So great was the outcry that no lawyer could be found to defend their case, until a Spanish officer, whose name, Capedevilla, deserves to be remembered, offered to do so. This brave man conducted the defence with such ability that the Court could do nothing else but acquit the boys. This made the Volunteers still more angry, and they insisted that the young men should be tried by court martial, and that two-thirds of the judges should

be officers of their force. The Captain-General foolishly yielded to the request, and the unfortunate boys, not one of whom was over sixteen years of age, being again put on their trial, were found guilty, the sentence being that the forty should be ranged in a line and every fifth of them shot, the remaining thirty-two being condemned to be transported to Africa. The sentence was duly carried out. The lads were ranged against the Commissary building. When the Spanish sergeant ordered every fifth boy to step forward, they comported themselves like heroes, and it is said that one among them, making a rapid calculation and finding that his younger brother was the fifth and would consequently die, took his place. One prominent Havana merchant, seeing that his son was to be shot, fell on his knees and offered to pay as his ransom his weight in gold, but to no avail. The eight boys were then made to kneel before the part of the wall where the memorial tablet now is and were brutally murdered—for it was nothing else—by the Spanish Volunteers. When the news of this massacre reached Spain, the Cortes ordered an investigation to be made, and after the inquiry the students were pronounced to be guiltless, those sentenced to transportation being "pardoned." Many years afterwards, a son of Castañon visited the cemetery, and after examining the tomb in the presence of a Notary-Public, made a declaration that it had never been disturbed.

The monument, which was erected by public subscription and executed by the Cuban sculptor Saavedra, consists of an elaborately carved pedestal supporting a shaft which is draped. At the base are two figures symbolical of Justice, with scales ill-balanced and broken sword, and History, upon whose scroll is inscribed the word VERDAD, Truth. Emerging from an open door is the winged figure of Innocence, bearing a tablet inscribed IMMUNIS, Guiltless.

The **Cathedral,** dedicated to the Virgin of the Immaculate Conception, stands near the junction of Empedrado and San Ignacio Streets. It was built in 1704 by the Jesuits in the style familiar in Spanish America with its twin towers and massive walls. When Santo Domingo was ceded to France, remains, believed to be those of Columbus, were removed to this Cathedral with great ceremony, and here they remained until 1899, when, after the Spanish-American war, they were transferred to Seville. It is now generally believed that the remains in question were *not* those of the discoverer, but of a member of his family (*see* page 365). Other churches of note are those of Santo Domingo (begun in 1578), Santa Catalina (1700), and La Merced (1744), which has several oil paintings of merit.

Permission to visit one or more of the numerous **Tobacco factories** can readily be obtained. Here, while the employees manufacture the cigars for which Havana is justly famous, an individual lightens the monotony of their labours by reading aloud some popular work or newspaper to them.

Some Country Excursions.

Marianao Beach, on the Gulf of Mexico (10 miles west of Havana, by electric train every fifteen minutes from Concha Station, Carlos III Street, or every few minutes *via* Vedado), is much resorted to on account of the delightful surf bathing to be enjoyed there. The train runs through some of the most attractive suburbs of Havana, including Puentes Grandes, Buena Vista, and Marianao town (population 9,332 ; nine miles). Close by Marianao is the fine Oriental Park Race Track where races are held periodically from December to April. Near the beach the palatial **Havana Country Club** with an 18-hole golf course is situated. The headquarters of the **Havana Yacht Club** are also at the Beach.

An excursion train leaves Havana daily on the Havana Central Railroad for the **Providencia Sugar Factory** (36 miles). A trip to **Guanajay** by trolley-car (31 miles), through country devoted to tobacco and pineapple cultivation, is also recommended.

The expedition to **Matanzas** (58 miles, 1 hour 55 minutes by train) and back can be made in a day, special personally conducted tours being arranged during the tourist season by the United Railways of Havana. The special fare, $8.50 (children under twelve $5.50), covers first-class railway fare, carriage to the **Hotel Paris,** lunch, drive to the **Hermitage of Monserrate,** the **Yumuri Valley,** and admission to the Bellamar Caves. The line passes through extensive fields of sugar-cane, the section between Jaruco and Aguacate being one of the most productive in Cuba. At the latter place is the **Rosario Central Factory.** Between Empalme, (whence a branch runs through a hilly country to **Madruga,** population 2,175), three hours from Havana, a typical Cuban village famous for its sulphur and iron

springs, and Ceiba Mocha, is a deep cutting lined with maidenhair ferns and tropical foliage of great beauty. After passing the unpretentious village of Ceiba Mocha (left) and extensive orange groves (right), the train runs through the valley of the San Juan river, the great Pan of Matanzas (1000 feet) being the most prominent feature. **Matanzas** (population 36,000), the second city and seaport of Cuba, is situated on the south and east side of a spacious harbour. Its streets are well laid out and it has several handsome plazas with decorative trees and flowers. A feature of the town is a leafy boulevard known as the Paseo. The valley of the Yumuri, which was praised by Humboldt, is best seen from the Hermitage of Monserrate and from the summit of the opposite hill, which is reached through a residential quarter known as Versailles. The Yumuri Valley is a vast natural amphitheatre five or six miles in diameter with precipitous sides except towards the sea, where the river finds an outlet through the vertical walls of a cañon. It was the scene of a massacre of the Arawaks in 1511. Hence the names Matanzas (slaughtering) and Yumuri, said to be a corruption of "Io Mori," I die, the cry of the victims.

Far down below our very feet, lay the lovely valley of the Yumuri, with its grounds now broken into sharp peaks, now gently undulating; its cane-fields with their pea-green verdure, and the dark-green foliage of the tall palms scattered irregularly over them; its golden orange-groves, and luxuriant plantains, with broad waving leaves; its cocoas, its almonds, and its coffee, with here and there a gigantic Ceyba spreading out its massive arms high in air.—*Notes on Cuba.*

The caves of **Bellamar** are situated on a plateau about two miles beyond Matanzas. They are entered by a broad stairway cut out of the rock in a small house. The caves are lined on all sides with wonderful crystal stalactites, which are illuminated by electric light. The largest hall is the Gothic Temple, 250 feet long by 80. The caves were discovered quite by accident in 1861 by a workman, who was quarrying limestone for a kiln. To the man's astonishment his crowbar, inserted in a crevice to dislodge a rock, slipped out of his hands right through the rock and disappeared.

Among many interesting expeditions from Matanzas may be mentioned a trip on the **San Juan** and **Canimar** rivers, the latter winding between steep cliffs for a distance of about eight miles, and then entering an almost impenetrable tropical jungle. The town has several bathing establishments, and its water, known as Copey, is recommended for disorders of the digestive organs.

Visitors—and especially those interested in the fragrant weed—should not fail to visit the famed **Vuelta Abajo** (lower turn) district at the western end of the province of **Pinar del Rio,** which is reached by the Western Railway of Havana. The line passes Rancho Boyeros and Santiago de las Vegas, where much citrus fruit is cultivated. At Güira (18 miles) tobacco cultivation begins. The variety grown in this zone is that known as " partido " which is valuable for its " wrapper " qualities.

Artemisa is the junction for Guanajay (9 miles distant), whence Havana can be reached by electric line. Besides being in an important tobacco growing district, Artemisa is the chief pine-apple producing centre in the island.

Paso Real (84 miles from Havana) is the station for San Diego de los Baños, in the hills, fourteen miles to the north, famed for its sulphur baths.

Pinar del Rio (population 10,634; 111 miles from Havana), the chief town of the Vuelta Abajo district, has several excellent hotels.

Cardenas, 109 miles east of Havana (4 hours 18 minutes by train), is an important city (population 24,280), situated on the north coast, much sugar being shipped from it. A few miles to the north is **Varadero,** which has one of the finest beaches in Cuba. It is reached either by steamboats across the bay or by motor-cars and coaches over the highway.

Cienfuegos, 195 miles from Havana, on the shore of the Caribbean Sea, is a modern city (population 30,100) with picturesque plazas. Its magnificent bay, 11 miles long by 3 to 5 in width, is one of the finest natural harbours in this part of the world. The city has several delightful suburbs, including Punta Gorda, Cayo Carenas, and Castillo de Jagua. The latter is particularly interesting on account

of its old castle, built in the time of Philip V of Spain to protect the harbour from pirates. The Damuji River, which flows into the Bay at the north, boasts superb scenery which can be enjoyed by taking the steamer to Rodas and back.

It is now possible to visit Eastern Cuba in great comfort, thanks to the service provided by the Cuba Railroad Company. Two trains leave Havana daily, one in the early morning and the other at night, for Santiago. In the provinces of Santa Clara, Camagüey, and Santiago the road runs through rolling plains and mountainous regions. **Camagüey** (population 29,616 ; 340 miles) has many old mediæval buildings. The climate of the city, which lies on a plain 550 feet above sea-level, is particularly good. Among the attractions of the place are its weather-worn churches, the most interesting being those of La Merced and La Soledad. The former was built about the year 1628 by missionaries of Our Lady of Mercy. Its high altar is of silver and was fashioned from 40,000 Spanish dollars. La Soledad was a hermitage in 1697. The present building was begun in 1758. The frescoes date from about 1852. The picturesque Hotel Camagüey occupies the old Spanish military barracks. **Santa Clara** (population 16,702 ; 180 miles) is the second inland town in importance.

Santiago de Cuba (population 45,470 ; 538 miles), on the shores of the Caribbean Sea, nestles at the foot of lofty mountains. Its spacious harbour, like that of Havana, is almost land-locked, the promontory protecting it having also a **Morro Castle,** of great antiquity. It was in this harbour that Admiral Cervera lay from May 19th to July 3rd, 1898, when his vessels steamed out to destruction, and it was the bottle-necked entrance which Lieut. Hobson courageously endeavoured to block by sinking the *Merrimac*.

Overlooking the Bay, in front of the Town Hall, on the Avenida de Loraine (formerly de Michaelsen), stands a pylon of pink marble with a bronze bust upon it of the English Naval Officer Commander, afterwards Rear-Admiral, Sir Lambton Loraine (born Nov. 17th, 1838, died May 17th, 1917), who, while in command of H.M.S. *Niobe* in November, 1873, saved the lives of over one hundred

members of the crew of the United States ship *Virginius*, who had been captured by the Spanish ship *Tornado* and sentenced to death by the Spanish authorities.

The bust was cast from a plaster model executed by Señora Lucia Victoria Bacardi de Grau, daughter of an old Cuban patriot and famous rum manufacturer. This was unveiled by Mrs. Godfrey Haggard, wife of the British Chargé d'affaires in Havana in 1922. On the front of the memorial is the following dedication, in Spanish :

" To the illustrious memory of the English Admiral, Sir Lambton Loraine, Commander of the Frigate of War Niobe in 1873. A tribute of gratitude and justice rendered by the Cuban Nation, February 24th, 1922."

On the reverse is recorded the message sent by Sir Lambton Loraine to General Burriel, then Governor of Santiago, which caused that official to suspend the execution of the remaining members of the crew of the *Virginius :*

" I have no instructions from my Government, because they are unaware of what is happening ; but I assume the responsibility and am convinced that my conduct will receive the approval of Her Majesty, inasmuch as my action is on behalf of Humanity and Civilization, and I require you to immediately suspend the filthy butchery now going on. I do not think it will be necessary for me to say what my procedure will be, should my demands not receive attention.—Lambton Loraine, November 8th, 1873."

Santiago is an extremely picturesque town with its irregular streets of brightly coloured houses with red-tiled roofs, its plazas, and its many trees. The best shops are in Marina Street—which extends from the Plaza to the bay—and San Tomas Street. Along the bay is the Alameda, a charming drive-way.

One of the favourite expeditions from Santiago is to the battle-fields of **San Juan** and **El Caney** (4 miles), which now comprise a public park. A simple column surmounted by a shell on San Juan Hill is inscribed :

IN MEMORY OF
THE OFFICERS AND MEN OF THE UNITED STATES ARMY,
WHO WERE KILLED IN THE ASSAULT AND CAPTURE
OF THIS RIDGE JULY IST, 1898,
AND THE SIEGE OF SANTIAGO, JULY IST TO JULY 16TH, 1898.
WAR BETWEEN SPAIN AND THE UNITED STATES.

Near by is the **Surrender Tree,** a silk-cotton tree under which General Toral surrendered Santiago to General Shafter on July 17th, 1898.

Cobre (9 miles from Santiago), whose name is attributable to the existence of copper mines in the neighbourhood, is worth visiting on account of the famous shrine of Nuestra Señora de la Caridad del Cobre (Our Lady of Charity of Cobre). Here, as at Boulogne in France, a miraculous image of the Virgin which was found floating out at sea and salved is enshrined.

About 40 miles to the east of Santiago is the American naval station of **Guantanamo.** Historically the place is of interest by reason of the fact that it was here that the English under Admiral Vernon and General Wentworth landed in 1741 to attack Santiago. They called the harbour **Cumberland Bay.** Guantanamo is a shipping port of consequence. The harbour, which is ten miles long by four wide in places, has an outer and inner basin, the latter being approached by an extremely narrow entrance. Guantanamo has two admirable shipping ports in **Boqueron** and **Caimanera.**

To the north of Santiago is the port of **Antilla** (population 1,100 ; 517 miles) on **Nipe Bay,** which is reached by a branch line from Alto Cedro. If the present rate of development is continued, this port will soon be one of the most prosperous in the island. Several shipping companies already include this town-in-the-making among their ports of call, and there is usually time to visit **Preston,** the immense sugar factory of the United Fruit Company, between the arrival and departure of steamers. The wooded hill beyond Antilla, which commands a fine view of the town and bay and the blue masses of the Mayari Mountains, will in time become a city park.

A trip to **Batabano,** on the south coast (36 miles from Havana ; 1 hour 55 mins. by train), and back can easily be made in an afternoon. The place is the scene of an interesting sponge fishery, and the port of departure of the steamer for the Isle of Pines.

THE ISLE OF PINES.

The **Isle of Pines,** a dependency of Cuba, with an area of 840 square miles and a population of about 5,000, of whom 2,000 are Americans, can be reached either from Batabano or Santiago. Leaving Batabano overnight (Monday, Wednesday, or Friday), the steamer reaches the island early on the following morning. (*Fares:* Single $7.60, return $12,00.) The steamer returns to Batabano on Tuesdays, Thursdays, and Saturdays. **Nueva Gerona,** the capital, on the Rio Casas, is almost surrounded by mountains, the Sierra de las Casas and the Sierra de Caballas. The island has become quite an American settlement, and at **Santa Fé** and **Los Indios** many prosperous citrus and pine-apple plantations can be seen. Other progressive centres are those of **Santa Barbara** and **West McKinley.**

In the northern half of the island there are many groves of oranges, grape-fruit, limes and pine-apples, all of which fruits grow to perfection in this favoured climate.

The Isle of Pines is dotted with the bungalows of the American settlers, some of which are quite artistic. In the winter months the American colony is swelled by many visitors from the United States, who amuse themselves by bathing off the delightful beaches of Nueva Gerona and Bibijagua, by motoring over the excellent roads, and by boating on the Casas river.

Chapter XV.

HAITI AND SANTO DOMINGO.

The Black Republics.

The highly fertile island of Haiti, or Hispaniola, is divided between the two independent Republics of Haiti, which occupies 9,242 square miles at the western end, and Santo Domingo, with an area of 20,590 square miles at the eastern end. The former has, according to the estimates of the priests, a population of 2,000,000, and the latter 897,405. Next to Cuba, Haiti is the largest of the West Indian islands, its greatest length being 407 miles, its extreme breadth 100 miles, and its total area 29,838 square miles, or about the same as that of Ireland. It is one of the Greater Antilles and lies between Cuba and Porto Rico, being separated from Cuba by the Windward Passage, the width of which from Cape Maisi in Cuba to Mole St. Nicolas in Haiti is 130 miles, and from Porto Rico by the Mona Passage, 70 miles in width. In shape the island has been compared with a turtle, its eastern projection forming the head and the two western peninsulas the hinder limbs. The island is decidedly mountainous, but there are large and fertile plains between the several groups. There are three distinct ranges of mountains, all extending east and west. The scenery is grand beyond description, the mountains being covered by dense forests. The Dominican Republic may be roughly divided into two districts, one comprising the well-watered lands in the east and the other the very rich irrigated county in the west.

Good roads are being made by degrees, and it is hoped that a railway will soon be constructed from the capital to Manzanillo Bay *via* Santiago and La Vega, thus affording

unbroken railway communication between the capital and Manzanillo Bay, Puerto Plata and Sanchez. Other railways contemplated are from La Romano to Seybo and from Barahona to Lake Enriquillo. The existing railways, of which there are 175 miles in Haiti and 500 miles in Santo Domingo, are narrow-gauge and give very poor service.

INDUSTRIES. In Haiti, sugar, tobacco, coffee, and cocoa are cultivated, and the island is supposed to possess valuable deposits of coal, copper, and other minerals. Sugar is extensively cultivated in Santo Domingo, and tobacco, coffee, bananas, and cocoa are also exported, together with mahogany, lignum vitæ, cedar, and satinwood. No attempt has as yet been made to develop the deposits of iron, gold, copper, and salt which are known to exist. The island has much savannah country suitable for cattle, but very little use has so far been made of it. The trade of Haiti and Santo Domingo is mainly with the United States, which supply 60 per cent. of the total imports of both republics.

The chief exports from Santo Domingo in 1920 included:

Sugar, tons	185,546
Cocoa, lbs.	51,457,795
Tobacco ,,	8,000,000

FINANCE. The revenue and expenditure, and imports and exports of Haiti, and Santo Domingo, for the last ten years for which figures are available are given in the following tables. The revenue is shown in U.S. dollars, and the expenditure and imports and exports in gourdes (4/-) except in respect of the last three years, the figures for which are all in U.S. dollars.

HAITI.

Year.	Revenue.	Expenditure.	Imports.	Exports.
	$	Gourdes.	Gourdes.	Gourdes.
1911	3,280,000	7,718,000	7,948,000	17,285,000
1912	3,957,000	8,227,000	9,877,000	—
1913	3,914,000	7,571,000	8,718,000	—
1914	4,788,000	4,978,000	7 613,000	—
1915	4,980,000	4,959,000	4,345,000	—
1916	3,817,000	3,711,000	1,925,000	1,837,000
1917	3,174,000	$2,743,000	1,661,000	1,692,000
1918	2,639,000	2,016,000	$10,181,000	$ 6,276,000
1919	5,116,000	2,350,000	17,117,000	21,460 000
1920	5,608,000	3,748,000	27,398,000	18,990,000

SANTO DOMINGO.

Year.	Revenue.	Expenditure.	Imports.	Exports.
	$	$	£	£
1912	5,809,000	5,846,000	0,218,000	12,385,000
1913	4,823 000	3,172,000	9 272,000	10,470,000
1914	5,141,000	5 325,000	6,729,000	10,589,000
1915	4,357,000	4,407,000	9,119,000	15,209,000
1916	4.468,000	4,104.000	11,664,000	21,528,000
1917	6,663 000	4,974.000	17,400,000	22,445,000
1918	7,112,000	4,971,000	19,736,000	22,372,000
1919	8,717.000	7,922,000	22,019,000	39,602,000
1920	9,530,000	11,780,000	46,526,000	58,731,000
1921	11,631,000	5,389,000	24,585,000	20,614,000

In 1907 a treaty with the United States was ratified, under which the latter country now collects the Customs duties and acts as an intermediary between the Dominican Republic and its foreign creditors.

CLIMATE. The climate of Haiti and Santo Domingo is dry and extremely healthy, the thermometer rarely rising above 90° Fahr. The rainy seasons are in May and June and from July to September, in which month storms most frequently occur. The towns are reasonably clean. In Santo Domingo yellow fever is never heard of. The commonest form of fever is that known as "Paludismo," which resembles a very mild type of malaria.

HISTORY. Columbus visited Haiti from Cuba, landing at Mole St. Nicolas on December 6th, 1492. He found the island inhabited by 2,000,000 aborigines, who called the place Haiti, the "Mountainous Country," and Quisquica, the "Vast Country"; but Columbus changed the name to Espagnola, or Little Spain, which was latinised to Hispaniola. Adventurers from Europe, attracted by the usual tales of gold, flocked to the island, and after thirty years the natives, whom they cruelly maltreated, were crushed out of existence. In 1505 negroes were first introduced into the island, and by royal edict, in the year 1517, the importation of 4,000 negroes a year was authorised. In 1630 a mixed colony of French and English, who had been driven out of St. Kitts, and had established themselves at Tortuga, where they became formidable under the name of Buccaneers, settled in Haiti, and in 1697 the part of the island which they held was ceded by the Treaty of Ryswick to France. After 1722 the colony, which was called Saint Dominigue, flourished, and it continued to prosper until the French Revolution of 1789, when the free people of colour demanded that the principles of the Revolution should be extended to them. This was opposed by the whites, and the two classes were at enmity.

In 1791 a decree was passed giving mulattoes all the rights of French citizens, but in the same year the decree was reversed, and the mulattoes fought with the blacks against the whites in a war which began with an insurrection of the slaves. In 1793 the abolition of slavery was proclaimed, and the English invaded the island. Toussaint l'Ouverture, the leader of the blacks, helped the French, and was made Commander-in-Chief of the French army. The English were driven out in 1798, and the French became masters of the whole island, which had been ceded to them by the Treaty of Basle three years previously. Toussaint in 1801 adopted a constitutional form of government, in which he was to be President for life; but Bonaparte, then First Consul, determined to reduce the colony and restore slavery, sent out 25,000 troops under General Leclerc. The blacks retired to the mountains, but a desultory war was kept up until Leclerc cajoled the native chiefs into a suspension of hostilities, aud, having invited Toussaint to an interview, seized him and sent him to France, where he died in prison in 1803. The blacks were infuriated, and renewed the struggle under General Dessalines. In 1803, on the approach of an English fleet, the French agreed to evacuate the island, and in 1804 independence was declared, and the aboriginal name of Haiti revived. Dessalines was made Governor for life, but later in the year he proclaimed himself Emperor. He was assassinated in 1806, and two rival chiefs, Cristophe and Pétion, established themselves in the north and south respectively; while the Spaniards retook the eastern part of the island, which they called Santo Domingo. Pétion died in 1818, and, Cristophe having committed suicide in 1820, General Boyer became master of the whole of the western end of the island, and in 1822, taking advantage of dissensions in the Spanish part, he invaded it and captured the whole of it. The entire island was then called Haiti, but in 1843 he was driven out by a revolution, and in 1844 the people in the eastern end established the Dominican Republic, and from that date the two political divisions have been maintained.

CONSTITUTION. The Government of Haiti is administered by a President and two Chambers, the members of which hold office according to a constitution which dates from 1889. In the case of Santo Domingo, the Government is in the hands of a National Congress of twenty-four deputies, a President with executive power, elected by an electoral college, and an Administrative Ministry, appointed by the President. Haiti has an army of 7,000 men and three gunboats, and Santo Domingo has also a small army and a few gunboats.

ACCOMMODATION. The hotel accommodation both in Haiti and Santo Domingo is extremely poor even in the larger towns, and visitors to the smaller towns must be prepared to rough it considerably.

COMMUNICATIONS. Haiti and Santo Domingo can be reached by passenger steamer from New York direct and also from Europe (*see* Appendix I).

In **Haiti** there are a few short lines of railway in operation and a more elaborate railway system connecting the chief business centres is in course of construction. The public railroads in **Santo Domingo** are (1) the Central Dominican (belonging to the Government) between Puerto Plata and Moca, and (2) the Samana and Santiago

Stations.	Miles.	Approx. Time Taken.
		hr. min.
Puerto Plata	—	— —
La Sabana	5	— 55
Barrabas	8	1 25
Bajabonico	11	1 45
Altamira	18	2 42
La Cumbre	22	3 5
Navarrete	29	4 22
Las Lagunas	34	4 50
Santiago	42	5 30
Peña	50	6 35
San Victor	55	7 12
Moca	60	7 55

(a British Company) between Sanchez (on the Bay of Samana) and La Vega, with branches to San Francisco de Macoris and Salcedo. From the latter station an extension runs as far as Moca where the two railroads join. A list of the principal stations on the Central Dominican Railroad is given in the table above.

The chief stations on the Saman and Santiago Railroad are as under:

Stations.	Miles from Sanchez.	Time Taken.
		hr. min.
Sanchez	—	— —
Almacen (Villa Riva)	21	1 25
La Ceiba	28	1 55
Barbero (Pimentel)	33	2 30
Baird (La Jina)	45	3 15
Macoris (San Francisco)	52	3 45
Las Cabullas	55	4 45
La Vega	62	5 10
La Jagua	61	6 13
Salcedo	66	6 30
Moca	73	— —

On both lines the trains also stop at a number of smaller stations by signal.

SIGHTS. The absence of roads and hotel accommodation makes travelling in **Haiti** difficult. No whites live anywhere except in the seaside towns, and the interior is still to a great extent unexplored. Beyond the beauties of nature there is little to attract visitors, though the ruins of the old Palace at Milo, near Cape Haitien, and the citadel above, both built for President Cristophe, are well worth seeing.

The capital of **Santo Domingo** is the city of the same name (population 22,000) which is situated on the south coast.

The town contains many buildings and ruins of historical interest, most of them being associated with the family of Columbus. In the **Cathedral,** which was completed in 1540, the ornate tomb of Columbus is an object of interest. It contains what are believed to be the genuine bones of the great discoverer, which lie in a battered leaden casket roughly inscribed with his name and titles. They were found about forty years ago, while some repairs were being executed, in the spot indicated in the archives as the burial-place of Columbus and next to the vault from which the supposed bones of the discoverer were exhumed. Columbus died at Valladolid on May 20th, 1506, and was buried there. In 1542, however, his remains were exhumed and, in accordance with a wish which he had expressed before his death, they were taken to Santo Domingo and placed in a vault in the cathedral. In 1795, when the island was ceded to France, remains believed to be those of Columbus were removed to Havana, and in 1899, after the Spanish-American War, these were transferred to Seville and buried with great pomp in a stately tomb in the Cathedral there. It now appears to be generally believed that the remains in Spain are those of some other member of the Columbus family, and that the true bones of the great discoverer lie in the Cathedral of Santo Domingo.

Other towns of consequence are **Santiago** (population 12,000), **San Pedro de Macoris** (8,000), and **Puerto Plata** (8,000). The chief districts of cultivation are at present

the "Cibao" district, which extends from Santiago to Sanchez and offers a suitable soil for the cultivation of cacao, coffee and tobacco, and the sugar-lands along the South coast between Santo Domingo and La Romana.

The principal physical features which appeal to visitors are the salt Lake Enriquillo, whose surface is about 100 feet below sea-level, Monte Tina (over 10,000 feet high), the Constanza Valley, the Falls at Jarabacoa, and Samana Bay. Interesting Indian remains are to be found, especially near San Juan in the West and Higuey in the East.

In a lecture which he delivered some years ago, Sir Harry Johnston declared that the black points of Haiti had been exaggerated, as the island had made great strides recently. The Haitians were certainly in love with military pomp and display, but too much had been made of their revolutions. The country districts of the island were as safe for white people as any part of the West Indies. This he attributed to a large extent to American influence. He characterised the stories connected with Voudou worship as exaggerated nonsense, and ridiculed the bosh talked about cannibalism. He added that in Santo Domingo, the American Customs' officers had worked wonders, and that the state of the island had much improved since the United States had been invited to put the finances in order.

Chapter XVI.

BRITISH GUIANA AND BRITISH HONDURAS.

BRITISH GUIANA.

"Damus petimusque vicissim."
The Colony's Motto.

British Guiana, which lies between latitudes 9° and 1° N. and longitudes 57° and 61° W. on the north-east coast of South America, to the south-east of the West Indian islands, has a total area of over 90,500 square miles, of which quite 99 per cent. are undeveloped. The colony has a coast-line of about 250 miles, and extends inland to a depth of nearly 600 miles. Of its population of 297,691 or 3.3 to the square mile, as compared with 940.4 in Barbados—nearly one-half consists of East Indian immigrants, who were introduced every year, with one exception, in varying numbers, under a system of indenture, from 1845 to 1916 when such emigration was stopped by the Indian Government. The inhabited portions of the colony are the alluvial flat which extends from mid-water mark to a distance inland of about ten miles, and the banks of the rivers for some distance from the mouths. The front lands, or lands on the sea-board, are flat and low, and the sea is kept out at high tide and the land drained by an elaborate system of sea-defences and canals established by the former Dutch owners. The soil, being alluvial, is naturally rich and fertile. The interior of the colony consists of swampy grass plains called savannahs, dense forests and bush, and ranges of mountains. The primitive forests are only occupied by a few Indians, with here and there a wood-cutter's, a gold-digger's, or a diamond-washer's camp. A series of sand-hills, now covered by tall forest trees, runs

parallel to the sea-coast beyond the savannahs, and it is supposed that these hills were left by the receding sea in remote times. The highest of the mountains is Roraima (8,740 feet), which, though precipitous near the summit, has been ascended on several occasions. The colony has four great rivers, the Demerara, the Essequibo (with its principal tributaries the Mazaruni, Cuyuni, Potaro, and Rupununi), and the Berbice, which give their names to the three counties, and the Corentyn, which divides British from Dutch Guiana. The Essequibo River, which drains more than half the area of the colony, is 600 miles long, and has an estuary 14 miles wide. The Demerara River is navigable for a distance of 80 miles and the Berbice for 120 miles from their mouths; but, otherwise, the rivers are impeded above the tideway by numerous rapids, cataracts and falls, which render navigation of the upper reaches difficult. The principal waterfall is the Kaieteur on the Potaro River, which plunges over a tableland into a deep valley—a sheer drop of 740 feet. There is also a fine waterfall on the Kuribrong River and another on the Ireng River. Mention should also be made of the Pakatuk Falls, the Tumatumari cataract on the Potaro, and the Waraputa cataracts on the Essequibo. On the rocks at Waraputa may be seen some of the curious rock carvings called "timehri" by the Indians, the origin of which has never been discovered. The most notable of these "picture writings" is, however, on the "Timehri rock" on the Corentyn river.

INDUSTRIES. Sugar, with its allied products—rum, molasses, and "Molascuit," a cattle food composed of the interior cellulose fibre of the sugar-cane mixed with molasses—constitutes by far the most important industry of British Guiana. Demerara sugar, which is manufactured in each of the three counties of the colony, has a name for excellence all the world over. The total area under sugar cultivation in the colony is about 63,420 acres, as compared with about 55,911 acres under rice; 26,261 acres coco-nuts; 4,390 acres coffee; and 1,176 acres cocoa. Coffee and cotton were formerly produced in large quantities in British Guiana; but the cultivation of these crops, for which the soil is still admirably suited, languished after the abolition of slavery. On the extreme east coast of Demerara there is a considerable area under coco-nuts, and this form of cultivation is being extended. At Agatash, on the left bank of the

Essequibo River, about two miles above Bartica, there is a fine lime estate on which citrate of lime is manufactured, and some of the islands below Bartica are devoted to tobacco-growing. The collection of balata from the tree known as *Mimusops globosa* forms an important industry. This gutta-percha-like substance is largely used for insulating purposes and in the manufacture of belting, etc. In the interior gold is recovered by "placer" washing, and also to a less extent by quartz-mining, while a system of dredging and hydraulic washing has been adopted with great success. Many kinds of timber are exported, including the valuable greenheart, mora, etc. British Guiana greenheart (*Nectandra Rodiæi*) has been largely used for the locks, etc., on the Manchester Ship Canal and more recently on the Panama Canal. The principal exports from British Guiana during the financial year 1921 were as follows:

Product.	Quantity.		Value.
			$
Sugar	tons	108,270	10,099,891
Rum (proof)	galls.	2,228,164	1,748,308
Molascuit	tons	1,707	26,587
Gold	ozs.	10,247	224,990
Diamonds	carats	106,520	1,643,698
Balata	lbs.	1,390,402	977,395
Timber	cub. ft.	121,395	102,410

FINANCE. Below is a comparative table showing the revenue and expenditure, and imports and exports of British Guiana, for the ten years 1912-13 to 1921:

Year.	Revenue.	Expenditure.	Imports.*	Exports.*
	£	£	£	£
1912–13	580,446	590,745	1,703,355	1,798,597
1913–14	608,633	592,532	1,694,155	2,193,120
1914–15	586,598	622,025	1,766,094	2,623,064
1915†	480,213	447,655	1,968,214	3,336,338
1916	669,385	642,483	2,471,944	3,758,066
1917	736,473	733,689	3,271,017	4,315,939
1918	863,625	774,481	3,835,826	3,524,798
1919	862,491	886,568	3,590,812	4,240,832
1920	1,270,675	1,007,047	5,179,486	6,142,998
1921	968,947	1,195,847	3,487,608	3,424,490

* Calendar years. † Nine months ended December 31.

The direction of the trade of the colony in 1920 was as follows :

	Imports.	Exports.
United Kingdom . .	£2,099,137 ..	£1,897,864
Canada and British Colonies	1,098,372 ..	2,669,523
Foreign countries .	1,981,977 ..	1,575,611

CLIMATE. The climate of British Guiana compares favourably with that of other tropical countries, and is by no means so unhealthy as people at home are sometimes led to believe. The temperature is uniform, rarely rising above 92° Fahr. or falling below 75° Fahr. The mean annual temperature of Georgetown is 82° Fahr., and the average rainfall of the colony about 90 inches. On the high lands in the interior the climate is not unlike that of British East Africa. The long rainy season lasts from about the middle of April until August, and the short rainy season through December and January. The birth-rate is 34.5 and the death-rate 40.9 per 1000, this high rate being mainly due to infantile mortality resulting from neglect.

HISTORY. The history of Guiana is interesting from the fact that the country was one of the first in which Englishmen attempted to settle. The name is derived from an Indian word meaning " water," which was given to the region extending from the River Orinoco to the Amazon. In 1498, when on his third voyage, Columbus, after sighting Trinidad, passed the mouth of the Orinoco. In the following year Amerigo Vespucci coasted along Guiana, and in 1500 Pinzon, after discovering the Amazon, passed along the whole coast of Guiana to the Orinoco. The Spaniards however, never settled in the country on account of the hostility of the cannibals, but other Europeans managed to secure the warmest friendship of the aborigines. In 1595 Sir Walter Raleigh visited the Guianas in search of the mythical City of Gold, the El Dorado which had existed in the imagination of the Spaniards for nearly a century. The belief in the existence of this city was based on the tales of a Spanish soldier, who was set adrift by his companions when on an exploring expedition up the Orinoco. On finding his way back some months after, he told how he had been taken by the Indians to a great inland lake with golden sands, on which was a vast city roofed with gold. After exploring the Orinoco, Sir Walter Raleigh returned to England and published the " Discoverie of Guiana." On Tortuga Island in the Orinoco not far from Manoa, the spot where Sir Walter Raleigh's son was buried is pointed out. After Raleigh's visit the country was made known to Europeans, and English, French, and Dutch traders were often seen on the coast. The Spaniards tried to drive them away, and in a few cases destroyed the trading stations ; but ultimately settlements were made, the earliest known in what is now British Guiana being a fort on a small island at the confluence of the Cuyuni and Mazaruni rivers, which they called " Kyk-over-al," or " Look over all," from its commanding situation. A settlement was also formed on Fort Island, near the mouth of the Essequibo, which became the seat of govern-

BRITISH GUIANA
English Miles
0 20 40 60 80 100
60
58
8
6
ATLANTIC OCEAN
VENEZUELA
R. ORINOCO
Morawhanna
Waini R.
Barramanni
Kaituma R.
MT EVERARD
Five Star
Barima
Koriabo
Arakaka
NORTH WESTERN DISTRICT
IMATAKA MTS
Towakaima
Marlborough
Anna Regina
Pomeroon R.
Suddie
Wakenaam I.
GEORGETOWN
Buxton
Belfield
Mahaica
Parika
Cuyuni R.
Kartuni
ESSEQUIBO
Arimu Mine
Penal Settlmt
Rossignol
Peaima Falls
Mazaruni R.
Puruni R.
Peters Mine
Bartica
New Amsterdam
Serikoeng Falls
MERUME MTS
Rockstone
Wismar
Springlands
Nickerie
Kako R.
Essequibo R.
Demerara River
Malali
ARISARU MTS
OMAI HILLS
Tumatumari
Kaieteur Fall
Potari R.
Marocco
Epira
MT RORAIMA 8835
Holmia
Cattle Trail
Berbice R.
DUT

Sifton, Praed & Co. Ltd. St James's St. London S.W.

ment of the colony of Essequibo—now one of the counties of British Guiana. The date of the foundation of the settlement at Kyk-over-al is uncertain, but it may be fixed at about 1620. The settlement came into the possession of the Dutch West India Company, which was incorporated in 1621 and became by the terms of its charter supreme among all the Dutch possessions in America. In 1624 the colony of Berbice—now another county of British Guiana—was founded by Van Peere, a merchant of Flushing, under licence from the company. The central colony of Demerara was an offshoot from Essequibo, and was established in 1645. In 1740 settlers from other nations, mainly English, began to arrive from the West India Islands in considerable numbers, the Dutch were quite outnumbered, and Stabroek—now Georgetown—became a town of importance. The Dutch and English came to blows in 1780, and in the following year all three settlements capitulated to Great Britain. In 1782 the English were defeated by the French, and in 1783 the colonies were restored to the Dutch, who retained them until 1796, when they were captured by a British fleet from Barbados. They were again restored to the Dutch by the Treaty of Amiens in 1802, but in the next year they capitulated to the English, to whom they were finally ceded in 1814. In 1831 the three colonies were united under the name British Guiana, of which Essequibo, Demerara, and Berbice were declared to be counties in 1838.

CONSTITUTION. The Constitution of British Guiana differs from that of any West Indian colony. It comprises a Governor, an Executive Council, a Court of Policy, and a Combined Court, the latter consisting of the Governor and members of the Court of Policy and six Financial Representatives. The members of the Court of Policy, whose duties are now purely legislative, used to be elected by a College of Electors, but they are now elected by the direct vote of the people. The Combined Court has the power of imposing colonial taxes and auditing accounts, and discussing freely the estimates prepared by the Governor in Executive Council, in which the administrative functions of the Court of Policy are now vested.

Governors of British Guiana since 1901.

Sir Alexander Swettenham, K.C.M.G.	1901
Sir Frederic M. Hodgson, K.C.M.G., V.D.	1904
Sir Walter Egerton, K.C.M.G.	1912
Sir Wilfred Collet, K.C.M.G.	1917
Sir Graeme Thompson, K.C.B.	1923

ACCOMMODATION. Georgetown. *Park Hotel*, Main Street. Board and Lodging: Single room $3.50 to 4.50; double room $6 to $8 per day. *Sea View Hotel* (not far from the Sea Wall). Board and Lodging: Single room $4 to $6; double room $7 to $10. Reduction for a week's stay and over. *Hotel Tower*, Main Street. Board and Lodging: Single room $4; double room $7 for two persons. Monthly terms 10% discount. Laundry on premises.

Good lodgings are obtainable at the houses of Miss Coombs, Mrs. Lord and Mrs. Belgrave, all in Main Street, and of Mrs. Schuler, in Middle Street; board and lodging terms about $2 per day. There are also hotels at **New Amsterdam** and **Rockstone** (Sprostons' Hotel), at which the terms are moderate.

COMMUNICATIONS. British Guiana can be reached from England direct, and *via* Barbados and Trinidad in 16 days. It is on the route of passenger steamers from Canada and New York (*see* Appendix I). Most steamers go alongside the wharves, or stellings as they are called.

Motor-cars can be hired at Bookers', the Central, and Whitney's Garages, and at the Hotel Tower (24 cents per mile or special rates by the day), and carriages from the Georgetown Livery Stables Co. or King Street Stables. Terms: pair-horse carriages, 7*s.* 6*d.* first hour, 5*s.* per hour after. Single carriage, 4*s.* first hour, 3*s.* 4*d.* per hour after. Bicycles can be hired for £2 per month.

The local Government owns two railways which it acquired from the Demarara Railway Company in 1921, namely, the Demerara and Berbice Railway, which runs along the east coast from Georgetown to Rosignol (3 hours), and the West Coast Railway, which runs along the west coast to Parika (18½ miles; 50 min.). The first portion of the railway was opened as far back as 1848 and is therefore the pioneer railway of South America. On the Demerara and Berbice Railway passengers may be taken up or set down at any of the recognised side lines, namely, Success, La Bonne Intention, Mon Repos, Lusignan, and Nonpareil, on payment of an extra fare of 48 cents for each stop outside the station. First-class return tickets are issued at single fare and one-third. Special arrangements for Saturday to Monday. The names of the stations, their distance from Georgetown, and the fares are given in the tables on the following page. At the stations marked with an asterisk trains can be stopped by signals or on notifying the conductor at the preceding station.

There is a short railway, owned by Sprostons, Ltd., an enterprising local company, between Wismar, a small settlement sixty-five miles up the Demerara River, (which is reached daily, Sundays excepted, by Sprostons' steamers), and Rockstone on the Essequibo.

There is a motor-bus service between New Amsterdam and Skeldon (47 miles) on the extreme eastern boundary of the colony.

Ferry-boats cross the Demerara River between Georgetown and Vreed-en-Hoop at frequent intervals (fares: 1st class, 8 cents; 2nd class, 4 cents); the Berbice River between New Amsterdam, Rosignol, and Blairmont (fares: 1st class, 12 cents; 2nd class, 6 cents); and the Essequibo River between Tuschen and Leguan Island (fares: 1st class, 20 cents; 2nd class, 10 cents).

Sprostons' and Government Steamers visit many points of interest in the colony.

Demerara River—*New Amsterdam route.* From Georgetown to New Amsterdam (Berbice) every Monday and Thursday evening, returning every Tuesday and Friday evening.

Demarara and Berbice Railway. STATIONS.	Distance from Georgetown.	Fares from Georgetown.	
		1st Single.	2nd Single.
	Miles.	Cents.	Cents.
Georgetown	—	—	—
Kitty	1¾	12	6
Plaisance	5½	28	14
Beterverwagting	7¾	40	20
Buxton	10½	56	28
Nonpareil*	—	—	—
Enmore	13¼	68	34
Golden Grove*	—	—	—
Belfield	15½	80	40
Clonbrook	17¼	88	44
Mahaica	21½	108	54
De Kindreen*	26¼	140	70
Mahaicony	32¼	160	80
Belladrum	40½	200	100
Lichfield	44¼	220	110
Fort Wellington	51	256	128
Rosignol (for New Amsterdam)	60½	300	150

West Coast Railway. STATIONS.	Distance from Vreed-en-Hoop.	Fares from Georgetown (including Ferry).		
		1st Single.	Return tickets (available for the day of issue or the following day) double the single fare.	2nd Single.
	Miles.	Cents.		Cents.
Vreed-en-Hoop	—	12		6
Windsor Forest*	—	28		14
Blankenburg*	—	36		18
Hague	6¾	36		18
Leonora	8¾	40		20
Uitvlugt*	—	48		24
Boeraserie	12	52		26
Tuschen	13½	60		30
Greenwich Park	15	64		32
Parika	18½	84		42

* Trains stop when required at these stations.

Morawhanna route. From Georgetown to Mount Everard, every Tuesday at 12.30 P.M., returning to Georgetown on Fridays, and calling at Morawhanna both ways. A launch runs between Mount Everard and Arakaka on the Barima for the purpose of carrying mails and passengers, and towing batteaux when there is sufficient water in the river.

Wismar route. From Wismar for Akyma and Mallali, every Wednesday and Saturday at 6.30 A.M., returning every Tuesday and Friday at 8.30 A.M.

Coomacka route. From New Amsterdam at 7 A.M. every Monday and Thursday, touching at intermediate stations, and arriving at Coomacka at about 9 P.M. From Coomacka on Tuesdays at 9 A.M. touching at intermediate stations, arriving at Mara at about 6 P.M. on Tuesdays, leaving there on Wednesdays at 7 A.M., and arriving at New Amsterdam at about 9 A.M.

On Fridays the steamer runs through to New Amsterdam, leaving Coomacka at about 5.30 A.M., and arriving at New Amsterdam about 6.30 A.M.

Essequibo River—*Supenaam route.* From Parika, the Terminus of the West Coast Railway, daily, calling at the Island of Wakenaam, and Supenaam—the steamer terminus on the left bank of the Essequibo River; returning on same day.

Adventure route. From Georgetown at 7 A.M. to Adventure, another terminal point on the left bank of the Essequibo River, calling at the Island of Leguan, Parika—the terminus of the West Coast Railway— Wakenaam Island, Aurora and Tiger Island every Monday, Wednesday and Friday; returning Tuesdays, Thursdays and Saturdays.

Bartica route. From Georgetown to Bartica, the mainland in South West Essequibo, calling at Leguan Island, Parika — West Coast Railway terminus—and Fort Island, stopping at intermediate Creeks and His Majesty's Penal Settlement every Tuesday, Thursday and Saturday at 7 A.M.; returning Mondays, Wednesdays and Fridays.

Cuyuni River Service.—A Launch leaves Bartica every Wednesday running from the Essequibo River to the Mazaruni River; thence to the Cuyuni River, stopping at Lower Camaria. From Lower Camaria there is a motor-lorry Service to Upper Camaria, and another from that point to Matope, the terminus in the Upper reaches of the Cuyuni; returning on Thursdays.

Pomeroon River Service.—From Georgetown every Monday night for Charity, the steamer terminus on the right bank of the Pomeroon River (and also the terminal point of the public road connecting up with Adventure, Aurora and Supenaam—the steamer points on the left bank of the Essequibo River); returning every Thursday. A Launch leaves Charity at 7 A.M. every Monday and Friday for Kabacaburi, the terminal point in the Upper Reaches of the Pomeroon River; returning same day by 5 P.M. The Launch leaves Charity at 7 A.M. every Thursday and Saturday for the Mouth of the Pomeroon River returning same day by 5 P.M.

Pomeroon-Moruka River Service.—Launch leaves Charity at 7 A.M. every Tuesday running to the mouth of the Pomeroon River connecting with the Steamer for Georgetown en route, then on to the Atlantic and into the Moruka River to Ackwero, the terminal point; returning by 5 P.M.

Canje River Service.—Launch leaves New Amsterdam, the Capital of the County of Berbice, on the right bank of the Berbice River at 7 A.M. for Ikuruwa, the terminal point in the river every Wednesday; returning by 5 P.M. on Fridays.

The above itineraries and the days and hours of departure being subject to variation, full information regarding them can be obtained at the stellings or wharves and at the offices of Messrs. Sprostons', Ltd., Lots 3 and 6, Lombard Street, Georgetown, and those of the Colonial Transport Department. The First-class fares are very reasonable, ranging from 80 cents to Leguan and $1.44 to New Amsterdam upwards.

Tramcars. Georgetown has an admirable service of electric tramcars conducted by the Demerara Electric Company, Ltd. a Canadian undertaking with a capital of $900,000. The cars are all of the open kind. The routes are as follows:

(1) *Belt Line.* Company's Office, Water and Coral Streets, crossing Camp Street, New Garden Street (cricket ground), Middle Street, and crossing Camp Street and Main Street into Water Street.

(2) *Sea Wall Line.* Platform (Sea Wall), Main Street, Bentinck Street, Water Street, Lombard and Broad Streets, Croal and Camp Streets, and Camp Road.

(3) *La Penitence and Church Street Line.* La Penitence, Stabroek Market, Company's Office, Church Street, Water Works, New North Road, New Garden Street, and *vice versa.*

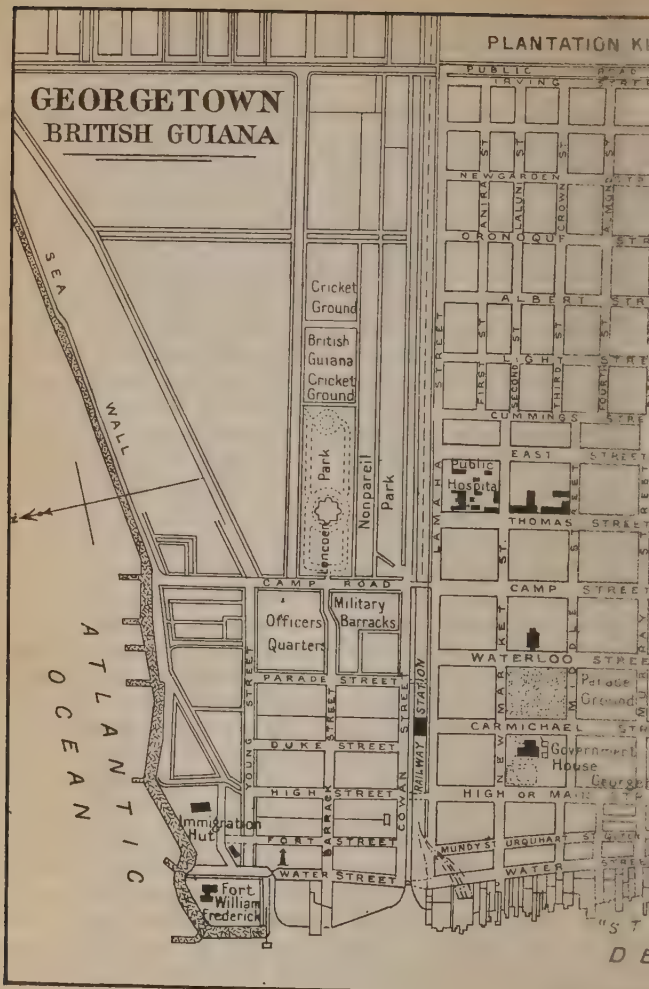
(4) *East Bank Line.* Main Street, through Water Street, Lombard Street, Albouystown, La Penitence, along the public road, running through the sugar plantations, Ruimveldt and Houston to the terminus at Peter's Hall.

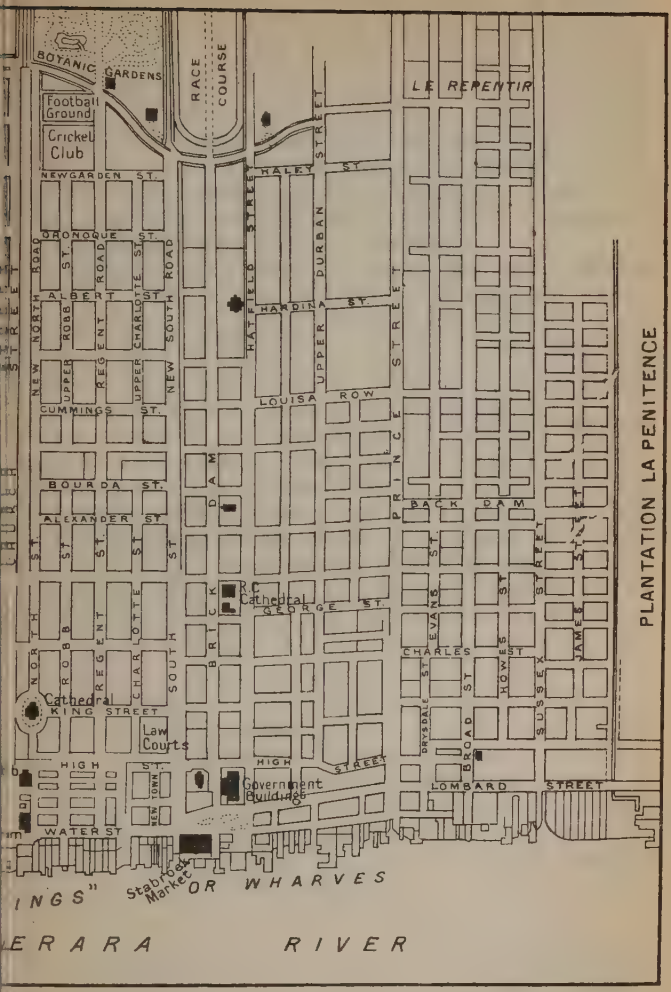
The cars run at intervals of fifteen minutes throughout the day, and stop at positions marked by poles painted white. The schedule of fares is: Single fare, 5 cents; tickets purchased in strips of three, 12 cents per strip; children's tickets in strips of nine, 24 cents per trip. Transfer tickets from any one line to another are free. Special cars can be engaged for trolley parties for $2.50 per hour.

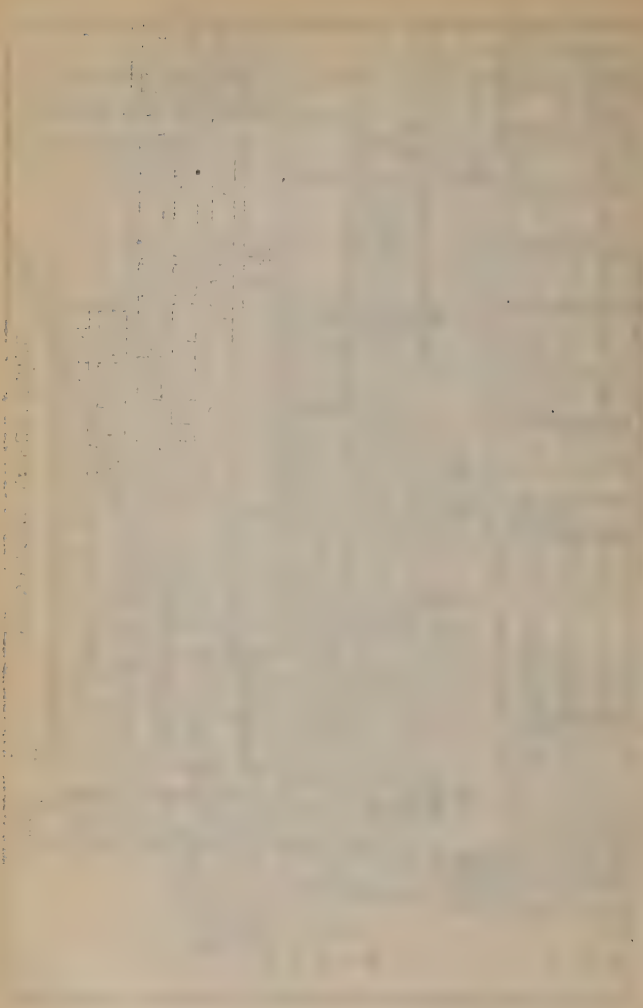
SPORTS. *Cricket, lawn-tennis, golf,* and *football* are popular, the principal clubs being the Georgetown Cricket Club, with its ground at Bourda, the Demerara Golf Club, with links at Turkeyen 4½ miles from Georgetown), the Georgetown Football Club, and La Penitence and Vreed-en-Hoop Lawn-tennis Clubs. For "wet jobs" there is the Demerara *Rowing* Club, with a boathouse at La Penitence, and the Ituni Rowing Club in Berbice. There is a capital *race-course* at Bel Air near Georgetown, the property of the Demerara Turf Club, Ltd., which has succeeded the D'Urban Race Club, an institution founded by Governor Sir Benjamin D'Urban on September 28th, 1829. Berbice has also a very good race-course.

CLUB. The **Georgetown Club,** founded in 1858, is quite one of the best in this part of the world, and it is extremely hospitable to visitors, who are introduced by members. Above it are the Assembly Rooms, which can be used either as a theatre or a ball-room.

SIGHTS. The front lands of British Guiana are below the level of the sea, and the first view of the Magnificent Province, as the colony is called, is not, therefore, inspiring. The sea is muddy, owing to the matter in it brought down by the mighty rivers and kept in suspension by the opposing forces of the great ocean currents. The monotony of the long and low coast-line fringed with bush and scrub is broken here and there only by the tall chimneys of the sugar factories. Ten miles from the coast the steamer passes the Demerara Lightship rolling at anchor. **Georgetown** (population 59,624), the capital of British Guiana, was founded by the British in 1781 and laid out by the French in the three following years. It was given the name Stabroek as a compliment to the Lord of Stabroek in Holland on the return of the Dutch in 1784, but was called Georgetown in 1812. The original town now forms the Stabroek district of the capital. The town lies on the right bank of the Demerara River, near the mouth of which is the protecting Fort William Frederick. The streets are wide and clean, and the houses—with few exceptions—are constructed of wood, and are raised upon brick pillars from 8 to 10 feet high to keep them from damp emanations from the ground. With their windows protected by green Venetian jalousies they are not unpicturesque and are certainly deliciously cool. The numerous street trees and gay gardens of the private houses, with their wealth of foliage and flowers, have earned for Georgetown the designation of " the Garden City of the West Indies." The streets are laid out in rectangular blocks and some of them are intersected by open canals or freshwater trenches. In these flourishes the gorgeous Victoria Regia lily which, discovered by Haenke in South America in 1801, was first found in British Guiana on Gluck Island in the Essequibo. The trenches are also inhabited by a whole colony of frogs, whose whistling and croaking form a rather unmusical accompaniment to the barking of dogs and the crowing of


GEORGETOWN
BRITISH GUIANA
PLANTATION K
PUBLIC
IRVING
NEWGARDEN
ORONOQUE
ALBERT
LIGHT
CUMMINGS
EAST
THOMAS
CAMP
WATERLOO
CARMICHAEL
HIGH OR MAIN
WATER
SEA WALL
ATLANTIC OCEAN
Cricket Ground
British Guiana Cricket Ground
Lincoln Park
Nonpareil Park
Public Hospital
LAMAHA STREET
CAMP ROAD
Officers Quarters
Military Barracks
PARADE STREET
DUKE STREET
HIGH STREET
FORT STREET
WATER STREET
YOUNG STREET
BARRACK STREET
COWAN STREET
RAILWAY STATION
NEW MARKET ST.
MODLE STREET
Parade Ground
Government House
MUNDY ST
URQUHART ST
Immigration Hut
Fort William Frederick


BOTANIC GARDENS
RACE COURSE
Football Ground
Cricket Club
LE REPENTIR
NEWGARDEN ST.
HALEY ST
ORONOQUE ST.
ALBERT ST
HARDINA ST.
NEW NORTH ROAD
UPPER ROBB ST.
REGENT ROAD
UPPER CHARLOTTE ST.
NEW SOUTH ROAD
HATFIELD STREET
UPPER DURBAN STREET
PRINCE STREET
LOUISA ROW
CUMMINGS ST.
BOURDA ST.
ALEXANDER ST
BACK DAM
BRICK DAM
R.C. Cathedral
GEORGE ST.
EVANS ST.
HOWES ST
SUSSEX STREET
JAMES STREET
CHARLES ST
NORTH ST.
ROBB ST
REGENT ST.
CHARLOTTE ST
SOUTH ST
Cathedral
KING STREET
Law Courts
DRYSDALE ST
BROAD ST
HIGH ST.
HIGH STREET
Government Buildings
LOMBARD STREET
NEW TOWN
WATER ST
Stabroek Market
PLANTATION LA PENITENCE
INGS" OR WHARVES
ERARA RIVER



rocks which are features of the so-called "still tropical night." The city is well lighted with electricity and is provided with an excellent electric tram and telephone service. It is supplied with water from the Lamaha Canal, which connects with the Lamaha, a branch of the Lama Creek, a tributary of the Mahaica, some twenty miles distant. The water is pumped from a reservoir at the Camp Street waterworks into the service pipes of the city. Artesian wells have recently been bored with success and form an additional source of water-supply.

On landing at the stelling or wharf, one enters **Water Street,** the leading commercial centre of the city, which runs parallel with the right bank of the Demerara River for about two miles. It is in this street that the principal merchants' offices are situated. In it and in Lombard Street are many very attractive shops and stores.

Not far from the stellings stands the **Stabroek Market,** a huge iron and glass structure 80,000 square feet in area (1882), which in the early hours of the morning presents a scene of great activity, while at the other end the Reading Room and **Museum** of the Royal Agricultural and Commercial Society (an institution founded in 1844 and incorporated in 1866) occupy a prominent position. The museum is open free every day, and those who have not time to visit the interior of the colony may get some idea of what life in it is like from the Natural History collection and picture gallery of local views. A large proportion of the fauna of British Guiana can be studied as mounted specimens, and so also can Indian curios of every kind, relics of cannibal feasts, stone implements, specimens of rocks, including gold quartz and diamondiferous gravels, and in fact almost everything found, grown, or made in British Guiana. Adjoining the Museum is the **Reading Room,** to which a visitor may be introduced by a member of the Royal Agricultural and Commercial Society. It contains a respectable collection of English newspapers, reviews, and magazines. It has also a comprehensive number of works of standard authors and of local books, which can be inspected on application to the librarian. Before leaving the building the visitor should ascend to

the top of the signal tower, which surmounts it, to obtain a view of Georgetown. A still better view can be enjoyed from the **Lighthouse.** The **General Post Office,** centrally situated in a building which was formerly the Tower Hotel at the corner of North and Hincks Streets, is open from 6 A.M. to 5.30 P.M. There are also several branch offices. The **Free Public Library** and Reading Room at the corner of Church and Main Streets was the gift of Mr. Andrew Carnegie.

To the south-east of Stabroek Market are the **Public Buildings,** in which the Government offices are situated, and where the meetings of the Legislature are held. They are built of brick, iron and stucco, and date from the early 'thirties.

Government House, which has fine reception rooms and cool bedrooms, stands between Main and Carmichael Streets in spacious grounds.

The **Victoria Law Courts** form an imposing group of buildings in the High Street in line with the **Town Hall,** a handsome modernised Gothic building designed by the Rev. Ignatius Scoles, S.J. (1889). The Law Courts, built of concrete and wood, were designed by Baron Siccama and opened on the late Queen Victoria's birthday, May 24th, 1887. Besides the Supreme Court they contain the offices of the Department of Lands and Mines, the Harbour Master, the Official Receiver, the Surgeon-General, and the Law Officers of the Crown. In front of the Law Courts is a marble statue of Queen Victoria erected by the citizens in 1894 in commemoration of her Jubilee.

The **Anglican Cathedral,** dedicated to St. George, is an airy building capable of seating 1,500 people. The first English church in Georgetown—then Stabroek—was built in 1809 and was known as the chapel of St. George. It was succeeded by a brick structure which became unsafe in 1877 and gave place to a temporary building called the Pro Cathedral. The foundation-stone of the present building, which was designed by Sir A. Blomfield, was laid in 1889, and in 1892 Bishop Austin, Primate of the West Indies, celebrated his jubilee as a bishop and officiated in the Cathedral for the first time. A special feature of the

abric is its immense height, which is well calculated to how off to advantage the magnificent timber of the colony f which it is constructed. It contains many memorial ablets of interest and some fine stained-glass windows. hose in the baptistry were the gift of Bishop Swaby, later Bishop of Barbados and the Windward Islands, who succeeded Bishop Austin in the see. The marble font, also he gift of Bishop Swaby, representing an angel holding a hell, is similar in form to one in Inverness Cathedral and s very beautiful. The handsome wrought-iron chancel creen was the gift of Mrs. Woodgate Jones and the side creen was presented by the married ladies of the colony. he altar rails were the gift of Professor Austin of Salt ake City. The electrolier in the chancel was given by he late Queen Victoria, the brass cross at the altar by the hurch of Antigua, and the lectern by the Church of Barbados on the occasion of Bishop Austin's jubilee. The **Roman Catholic Cathedral** of the Immaculate Conception, which was designed by the late C. Castellani and was opened in 1871, was completely destroyed by fire on March th, 1913. It was a noble example of colonial architecture nd cost $140,000 to build. On its site a new cathedral, built of reinforced concrete, has now risen. Another Roman atholic church of importance is that of the Sacred Heart n Main Street.

The rooms of the **Ladies' Self-Help Association,** an institution founded by Lady Egerton, wife of Sir Walter gerton, are almost opposite the church.

St. Andrew's Kirk, at the corner of High Street and Brickdam, with its high steeple and quaint double-angled roof, is historically interesting. Begun in 1811 as a kerk by the Dutch, it was opened as a kirk by the Presbyterians n 1818. The building still rests on the low wall of red bricks laid by the Hollanders. The roof is made of greenheart " black with age and as hard as a bone." There are several other churches belonging to Anglicans, Presbyterians, Wesleyans, and Congregationalists, besides other Christian denominations, two Roman Catholic convents, a Mohammedan mosque, and a Hindoo temple.

The **Promenade Gardens** are interesting, though small.

They are near the centre of the city, and form, together with the **Sea Wall** and Botanic Gardens, the principal afternoon resort of the people. Both can be reached by tramcar. The Sea Wall, which extends from Fort William Frederick at the mouth of the Demerara River to Plantation Kitty on the east coast, was begun in 1858 and took thirty-four years to complete. It was built mainly by convict labour with granite brought from the penal settlement on the Mazaruni River. The excellent band of the Georgetown Militia plays at these places alternately with the Botanic Gardens, one day a week being devoted to each.

The **Botanic Gardens,** 150 acres in extent, at Vlissengen, at the back of the town, are easily reached by electric tram. In the north wall of the Lodge a clock was placed in 1909, with a brass tablet to perpetuate the memory of Mr. George Samuel Jenman, Government Botanist and Superintendent of the Gardens from 1879 to 1902, " to whose knowledge, skill, and work the colony is indebted for the laying out of the Gardens and the formation of the herbarium." Here there is to be seen a large variety of palms, including the cabbage, the aeta, and the coco-nut palm, besides the traveller's tree, so called because water is always to be found at the base of the leaf, and many other tropical trees of great beauty. Here, too, will be found the magnificent Victoria Regia water-lilies in the ponds. Many of the leaves measure from 4 to 5 feet in diameter ; and being turned up at the edge they closely resemble large green trays. These lilies and the Indian nelumbrium are weeds in the colony ; but these are by no means all, for there are red, white, and blue nympheas in all their wealth of beauty. There are also nurseries and trial fields, covering an area of about forty acres, where experiments with many varieties of economic products, and especially with seedling canes, are conducted. Formerly, new varieties of cane were only obtainable by chance variation. Now the minutely subdivided " arrow " or bloom of a full-sized cane is laid on the top of a rich soil in a wooden tray, the soil having been previously baked in order to kill all weeds, and the fertilised seeds germinated in the ordinary manner.

IN THE BOTANIC GARDENS, BRITISH GUIANA
The graceful tree on the right is the Fan or Traveller's Tree

A STREET IN GEORGETOWN, BRITISH GUIANA
Showing a "Trench" with the Victoria Regia Lily growing in it

When about an inch high, the tiny grass-like shoots are transplanted into baskets and eventually bedded out in the experimental cane grounds adjoining. Throughout its whole career, each cane selected for further test is known by a number prefixed with a letter indicating the colony of origin—thus "D" stands for Demerara—so that when a variety turns out favourably its history can immediately be traced. In the garden lakes can be seen alligators and some specimens of the manatee or water cow.

Among the recognised sights of Georgetown is a noble avenue of cabbage palms along the front of Plantation **Houston.** A delightful drive can be taken on the electric cars (East Bank line, *see* page 375) from Main Street through this avenue. By this line one can reach the **Chinese Quarter** in the Werk-en-Rust district of Georgetown, which is well worth a visit. Here many quaint Oriental ornaments may be purchased. Save for a propensity for gambling which has periodically to be checked, the Chinese live quietly in the Colony, and give little or no trouble, forming excellent and useful colonists: many of them, too, are good churchmen. The line also passes in front of the East Indian settlements to the terminus at Peter's Hall, four miles out of the town. There is a shorter but scarcely less handsome avenue on the outskirts of the city near the Orphan Asylum at the end of **Brickdam,** a broad boulevard bordered by a trench. The name Brickdam reminds one that the roads are paved with red brick clinkers which obviate the glare that is so unpleasant in Barbados and elsewhere.

New Amsterdam (population in 1921, 8,363), the capital of Berbice, is reached from Georgetown by Sprostons' steamer in 6½ hours; by rail to Rosignol in 3 hours, and thence by ferry-boat (½ hour) or by road and ferry. By the latter the journey is fatiguing and monotonous unless undertaken in a motor-car. Numerous native villages are passed which were established by the negroes immediately after the abolition of slavery. In Demerara the largest of these villages are Buxton and Plaisance, each with over 3,000 inhabitants. New Amsterdam is situated on the right bank of the Berbice River, near the mouth of a tributary

of the Canje creek. The town is very clean and is lighted by electricity, but it has by no means such a bustling appearance as Georgetown. Indeed, Anthony Trollope said that three people made a crowd in New Amsterdam, which resembles an old Dutch town rather than an English one, though the old Dutch capital of Berbice was Nassau, 100 miles up the river. The city has only two streets of importance, Main Street and the Strand. In the Promenade Gardens, which with the Esplanade are the most popular places of recreation, is a statue of the late Queen Victoria.

All Saints' Church (Anglican), which is conspicuous near the steamer stelling, was consecrated by Bishop Coleridge in 1839. It has a stained-glass window which was exhibited at the Great Exhibition in Hyde Park in 1851, and was presented by Queen Victoria. The handsome electrolier was subscribed for by members of the church in memory of Bishop Austin. To the left of the west door is a brass to the memory of Sir Henry Katz Davson, Chairman of the West India Committee, January 7th to February 21st, 1909, and Deputy Chairman, June 23rd, 1898, to January 7th, 1909, erected by the Executive and unveiled on their behalf by the then Governor, Sir Frederic Hodgson, on April 23rd, 1910.

The Berbice **Race-course,** which lies behind the town, is justly considered to be one of the finest in the West Indies. It was opened in 1909, and spring and autumn race-meetings, at which horses from the islands as well as the colony compete, are held every year.

Permission to inspect one of the numerous **Sugar Factories** can be obtained without difficulty. One of the finest is that of Plantation Diamond, 8 miles from Georgetown.

Nowadays it is comparatively easy even for visitors spending only quite a short time in the colony to see something of the Bush and of the interior. A trip to one of the creeks of the Demerara River will fully repay the trouble. Few places in the world are so interesting, and if the stranger gets a sight of the native Indian under primitive conditions, he will feel that the so-called savage

s one of nature's gentlemen. Reserved and quiet, he has one on his way through the ages without trouble or worry, minding his own business and retiring before other races. There is no reason to be afraid of him, for he is the gentlest person in the country. Again, the tales of jaguars, snakes, and venomous creatures are all exaggerated. A sportsman or a naturalist would be fortunate indeed if he met with any of these. No doubt they are present, but they are only to be found in the bush and by those who know where to look for them.

Sprostons' and the Government steamers (*see* page 372) afford opportunities for making many expeditions at a small cost. **Leguan, Wakenaam,** and **Suddie** can be visited in one day. Suddie lies on the "Arabian coast" on the west side of the mouth of the Essequibo River, and is the centre from which Onderneeming, with its Government farm and Experiment station, the Ituribisce and Capoey Lakes, and the Pomeroon district can be reached. The steamer skirts various islands at the mouth of the Essequibo, among them being Dauntless Island, which had a romantic origin. Mr. James Rodway, in his fascinating book "In the Guiana Forest," gives the following account of it:

> At the beginning of this century the charts of the mouth of the River Essequibo showed a bank of "hard sand, dry at low water," to the east of Leguan Island. This place continued as a sandbank for over sixty years—how long it had been in existence before is doubtful, but we may safely state that it could hardly have been less than a century altogether, and from all appearances it might remain in the same condition for as long again. About the year 1862, however, an estates' schooner, named the *Dauntless*, was wrecked on this Leguan Bank, partly broken up and embedded in the sand, where its presence was shown by a slight elevation, and one or two ribs sticking out above the surface. These jagged points arrested a few pieces of the tangle which came down the river, and in this were deposited some seed of the courida. Then began the work of building up an island which to-day is about two miles long by one broad, and is known on the chart as "Dauntless Island."

Tumatumari Falls, on the Essequibo River, the starting point for the gold-fields, is reached by steamer up the Demerara River to **Wismar** (65 miles), from there by light railway to **Rockstone** (18 miles), a small clearing on the

right bank of the Essequibo, which here takes a tremendous sweep to the left, and thence by launch, four to six days being required for the expedition. Above Wismar on the Demerara River are the villages of Akyma and Mallali. For those with less time at their disposal, the trip from Rockstone to the **Etaballi Falls** is recommended. This trip can be easily taken from Georgetown within a week-end. On the rail journey Greenheart Camp, a centre of the timber industry, is passed. A lively boat's crew of Bucks or aboriginal Indians and "Boviander," as the cross between the old Dutch inhabitants and Buck is called, paddle one down eight miles to the Etaballi Falls, the passage of which is very exciting. The captain stands on the poop steering with a paddle tied to the gunwale and exhorting his crew. With much chattering and singing of chanties and hymns, they propel the boat at a great pace. The river near here is about three miles wide, and what appears to be the bank often turns out to be a huge island. The midday meal can be partaken of on the river bank, and the return journey made in four or five hours. The boat's crew, stripping themselves to the skin and leaping into the water, haul the boat up the rapids when occasion requires.

The village of **Bartica,** forty-five miles up the Essequibo, is a favourite spot to visit. It sprang into existence at the time of the gold boom and was first known as Bartica Grove, from a grove of mango trees there. To the north-west of Bartica is the **Penal Settlement** for prisoners undergoing long terms of imprisonment. There is a launch and boat service from Bartica up the Cuyuni to Camaria Falls three times a week, and from there a launch runs to Matope Falls.

At the confluence of the Cuyuni and Mazaruni Rivers, a little to the south-west of the penal settlement, is the site of the old Dutch fort Kyk-over-al, of which a few traces still remain. Kartabo, or Cartabu, Point near by is the starting-place for Peter's mine, reached by a bridge 200 feet over the Puruni River. Omai, seventy miles above Bartica, on the left bank of the Essequibo, is another important mining-centre.

A four days' trip *via* the mouth of the Waini River and

the Morawhanna passage to the Barima River and thence to **Mount Everard,** the starting-place by launch or boat for Koriabo (25 miles) and the Arakaka gold-fields (106 miles), is recommended as affording a good opportunity of seeing the tropical forest in comfort. There are rest-houses at Mount Everard and Arakaka. **Morawhanna,** the chief Government station of what is called the North-west District, is situated 160 miles to the north-west of Georgetown. Gold was discovered in the neighbourhood in about 1889. Mount Everard was so named after Sir Everard im Thurn, K.C.M.G., K.B.E., C.B.

The **Kaieteur,** or Old Man's Fall, on the upper branch of the river Potaro, a tributary of the Essequibo, was discovered by Mr. Barrington Brown, of the Geological Survey, on April 24th, 1870. The Potaro River here flows over a sandstone and conglomerate tableland into a deep valley below, with a total fall of 822 feet, or five times the height of Niagara. For the first 740 feet the water falls as a perpendicular column into a basin below, from which it continues its downward course over a sloping cataract 81 feet in height, and through the interstices of great blocks of rock, to the river below. The width varies from 350 feet in the dry season to 400 feet in the rainy season, and the depth similarly varies from a very few feet to 20 feet. Mr. (now Sir) Everard im Thurn, formerly Government Agent for the North-west District, thus describes the fall, which he first visited in November, 1878 :

It was at Amatuk, that is, on first entering the Kaieteur ravine, that we reached the most beautiful scenery of that beautiful river. If the whole valley of the Potaro is fairyland, then the Kaieteur ravine is the penetralia of fairyland. Here, owing to the moisture-collecting nature of the sandstone rock, the green of the plants would seem yet greener and more varied. Under the thick shades were countless streamlets trickling over little ledges of rock among pigmy forests of filmy ferns and mosses. The small feather-like tufts of these ferns, each formed of many half-transparent fronds of a dark cool-looking green colour, were exquisite. Larger ferns, with a crowd of ariods, orchids, and other plants, covered the rocks between these streams in new and marvellous luxuriance. Two curious forms of leafless white-stalked parasitic gentians (*voyria*), one yellow the other white, were especially noticeable. On either side rose the tall granite cliffs, which form the sides of the ravine ; the sandstone

rock, of which they are a part, extends in an unbroken piece from this to Roraima. The appearance of their perpendicular tree-crowned walls, broken here and there by gaps, recalls the pictures of that mountain. Far up on the faces of the cliffs were ledges, on which grew a few green plants. Some idea of the size of these cliffs may be drawn from the fact that the field-glasses showed these plants to be tall forest trees. . . . After two hours' climb through the forest, we came out on the savannah from which the Kaieteur falls. . . .

Crossing the savannah we soon reached the Kaieteur cliffs. Lying at full length on the ground, head over the edge of the cliff, I gazed down. Then, and only then, the splendid and, in the most solemn sense of the word, awful beauty of the Kaieteur burst upon me. Seven hundred and fifty feet below, encircled in black boulders, lay a great pool, into which the columns of white water, graceful as a ceaseless flight of innumerable rockets, thundered from by my side. Behind the Fall, through the thinnest parts of the veil of foam and mist, a great black cavern made the white of the water look yet more white.

Sir Everard im Thurn visited the Fall again in 1879. This second visit was at the end of a heavy rainy season, when the scene presented a much grander aspect. He thus describes it :

Crossing the savannah, and coming to the edge of the cliff over which the Potaro falls, we once more lay down, bodies along the top of the cliff, heads over its edge. It was a very different scene from the last time. Then it was beautiful and terrible ; but now it was something which it is useless to try to describe. Then a narrow river, not a third of its present width, fell over a cliff in a column of white water, and was brought into startling prominence by the darkness of the great cave behind ; and this column of water before it reached the small black pool below had narrowed to a point. Now an indescribable, almost inconceivable, vast curtain of water—I can find no other phrase—some 400 feet in width, rolled over the top of the cliff, retaining its full width until it crushed into the boiling water of the pool which filled the whole space below ; and at the surface of this pool itself only the outer edge was visible, for the greater part was beaten and hurled up in a great high mass of surf and foam and spray.

In recent years the Fall has been visited by quite a number of visitors, and the enterprising firm of Sprostons, Ltd., the pioneers of internal communication in the colony, has rendered an expedition to it possible even for those who only spend a few weeks in British Guiana.

The firm gives the following rough outline of the proposed itinerary to and from Kaieteur :

First day. Leave Georgetown by steamer at 8 A.M. and arrive Wismar about 4 P.M.

Leave Wismar by train about 5 P.M. and arrive Rockstone 6.15 P.M.

Second day. Leave Rockstone by launch at 6.30 A.M. and arrive Tumatumari Cataract between 5 and 8 P.M., according to the state of the river.

Third day. Leave Tumatumari by launch at 7 A.M. and arrive Potaro Landing 9 A.M.

Leave Potaro Landing on foot 10 A.M. and arrive Kangaruma at noon.

Leave Kangaruma by boat at 1 P.M. and arrive Amatuk Cataract 5 P.M.

Fourth day. Leave Amatuk by boat at 7 A.M., take breakfast at Waratuk Cataract and proceed to Tukait by 4 P.M.

Fifth day. Leave Tukait at 7 A.M. and climb to top of Kaieteur by 11 A.M. at latest. Sleep at top of Kaieteur or return to Tukait same night.

Sixth day. Leave Kaieteur or Tukait, as the case may be, and proceed right through past Waratuk to Amatuk or Kangaruma before dark.

Seventh day. Leave Amatuk by boat and walk from Kangaruma to Potaro Landing, in time to catch launch which leaves daily at 2 P.M. for Tumatumari.

Eighth day. Leave Tumatumari by launch at 7 A.M. and arrive Rockstone about 4 P.M.

Ninth day. Leave Rockstone by train at 7 A.M. and arrive Wismar at 8.15 A.M.

Leave Wismar at 8.45 A.M. by steamer and arrive Georgetown about 4 P.M.

The cost of the expedition varies according to the size of the party, from $100 to $200 per passenger.

Sir Everard im Thurn (*see* page 385) was the first to ascend **Roraima,** the remarkable mountain in the Pakaraima range on the western border of the colony, in December, 1889. On it the boundaries of Guiana, Venezuela, and Brazil meet. Though few visitors care to face the exertion which an expedition to this mountain necessarily involves, the following description of his visit has a fascinating interest :

The first impression was one of inability mentally to grasp such surroundings ; the next, that one was entering on some strange country of nightmares, for which an appropriate and wildly fantastic

landscape had been formed, some dreadful and stormy day, when, in their mid-career, the broken and chaotic clouds had been stiffened in a single instant into stone. For all around were rocks and pinnacles of rocks of seemingly impossible fantastic forms standing in apparently impossibly fantastic ways—nay, placed one on or next to the other in positions seeming to defy every law of gravity—rocks in groups, rocks standing singly, rocks in terraces, rocks as columns, rocks as walls and rocks as pyramids, rocks ridiculous at every point with countless apparent caricatures of umbrellas, tortoises, churches, cannons, and of innumerable other most incongruous and unexpected objects. And between the rocks were level spaces, never of great extent, of pure yellow sand, with streamlets and little waterfalls and pools and shallow lakelets of pure water, and in some places there were little marshes filled with low, scanty and bristling vegetation. And here and there, alike on level space and jutting from some crevice in the rock, were small shrubs in form like miniature trees, but all apparently of one species. Not a tree was there ; no animal life was visible ; nor, it even seemed, so intensely quiet and undisturbed did the place look, ever had been there. Look where one would, on every side, it was the same, and climb what high rock one liked, in every direction, as far as one's eye could see was this same wildly extraordinary scenery.

During the early part of November, 1894, Mr. J. J. Quelch, Mr. F. V. McConnell, and Mr. C. A. Lloyd made the ascent to the summit by the same ledge on the south-west face of the mountain by which Sir Everard im Thurn ascended, and spent three days and two nights on the top of the plateau, which they again visited in 1898.

Within the compass of this Guide it is only possible briefly to outline the features of British Guiana which present themselves to the visitor making a short stay. To describe adequately the wonders of the hinterland of the " Magnificent Province " would require many pages. It must therefore suffice here to say that it is a country of boundless possibilities which requires only the attention of the capitalist to bring it into the front rank of our possessions overseas.

BRITISH HONDURAS.

"Sub Umbra Floreo."
The Colony's Motto.

British Honduras, which lies in latitudes 18° 29′ and 15° 52′ N. and longitudes 89° 9′ and 88° 10′ W., on the east coast of Central America, has an area of 8,598 square miles, of which only a very small portion has as yet been developed. Along the coast-line, which extends for a distance of 180 miles from Yucatan to the Bay of Honduras, are a number of cays or coral islets, the largest of which is about 30 miles east of Belize. The country along the coast is mostly low-lying with numerous lagoons and a narrow strip of sand along the seaboard, which is fringed with coco-nut palms. The rivers include the Hondo, forming the northern boundary between the colony and Mexico, the New River, on which is the former military station of Orange Walk; the Belize, which flows from the Guatemala frontier and has at its mouth Belize, the capital of the colony; the Sibun, the Mullens River, the North Stann Creek, the South Stann Creek, the Monkey River, the Rio Grande, and the Sarstoon River, which separates British Honduras from Guatemala on the south. The general formation of the colony beyond the swampy coast lands is divided in to (1) Cohune ridges, which take their name from the graceful palm *Attalea Cohune* growing in profusion on their fertile soil, and comprise the lower tracts of the river; (2) Pine ridge, which includes the higher levels and takes its name from the Pine (*Pinus cubensis*) found in it; and (3) Broken ridge—often covered with dense jungle and intermediate between the Cohune and Pine ridges. The principal islands, or cays, off the coast are Turneffe (a corruption of Terra Nova), St. George's Cay, English Cay, and Ambergris Cay. They are much resorted to for bathing and fishing, and there are several "week-end" residences on St. George's Cay.

INDUSTRIES. Mahogany cutting is the chief industry, and large quantities of logwood and hard woods of various kinds are also

shipped. The gum of the Sapodilla tree, which is called Chicle, is exported to the United States, where it is largely used for making chewing-gum. To the south of Belize bananas have been cultivated with success, though the industry is temporarily under a cloud owing to the prevalence of Panama disease. In the year 1921 the principal exports were:

Mahogany	8,005,444 feet
Cedar	674,485 feet
Logwood, 1920	1,570 tons
Chicle ,,	3,690,641 lbs.
Bananas	462,898 bunches
Coco-nuts	7,259,306

The direction of trade in 1920 was:

	Imports.	Exports.
United Kingdom	$857,656	$750,606
Elsewhere	4,850,990	4,295,065
Canada and Colonies	168,085	—

FINANCE. Below is a comparative table showing the revenue and expenditure, and imports and exports of the colony for the last ten years:

Year.	Revenue.	Expenditure.	Imports.*	Exports.*
	$	$	$	$
1911–12	1,201,908	532,123	2,886,677	2,685,849
1912–13	575,243	611,131	3,496,908	2,856,043
1913–14	590,984	609,441	3,185,368	3,126,225
1914–15	515,419	596,877	2,980,406	2,918,775
1915–16	518,447	555,593	2,148,956	2,235,895
1916–17	640,462	613,788	2,690,306	2,543,353
1917–18	676,227	675,234	2,793,773	2,802,967
1918–19	721,233	670,736	3,565,416	3,668,657
1919–20	1,065,622	981,816	4,695,216	4,448,809
1920–21	1,129,932	928,817	5,876,711	5,045,671

* Calendar years 1911–1920.

CLIMATE. The climate of British Honduras is sub-tropical in character, though the colony is within the tropics. The maximum shade temperature on the coast is 90° Fahr., and the minimum 62° Fahr. The average annual rainfall is about 100 inches. The dry season extends from the middle of February to the end of May, and the heaviest rainfalls occur in September, October, and November.

HISTORY. The coast on which British Honduras stands was discovered in 1502 by Columbus on his fourth voyage. Its earliest

settlers are said to have come from Jamaica in 1638, being attracted by the mahogany and logwood. The islands off the Mosquito Coast had already been settled about eight years before by a chartered company, of which the Earl of Carrick was chairman and John Pym treasurer. The Mosquito Indians lived on terms of friendship with the English, whom they helped to keep the Spaniards off, and in 1670 sought the protection of England. This was given them to the extent of the Governor of Jamaica exercising some supervision over the settlement, and in 1739 the native king signed a treaty giving up the country to England. A few years later forts were erected on the island of Ruatan, but they were dismantled in 1763, and though the King of Spain allowed the settlers to reside within a certain district they were treated with great severity. The woodcutters, or "Bay-men" as they were called, now had their headquarters on St. George's Cay, and on September 10th, 1798, with the help of the crew of a British sloop, the *Merlin*, they defeated a force of 2,000 men under General O'Neil, the Governor of Yucatan, in the memorable battle of St. George's Cay, the anniversary of which is still celebrated every year in the colony. In spite of this success the settlement was not officially recognised, and the inhabitants managed their own affairs. Their laws were resolutions passed at public meetings, which, after a visit of Admiral Sir William Burnaby, were codified and published as "Burnaby's Laws." Until 1786 the chief executive officer of the settlement was a magistrate elected annually. In that year a Superintendent was appointed by the Home Government in his place, and with the exception of the period from 1790 to 1797, when magistrates were again elected, Superintendents were regularly appointed until 1862, when the settlement was declared a colony and a Lieutenant-Governor subordinate to the Governor of Jamaica took their place. This official was succeeded in 1884 by a Governor and Commander-in-Chief, and British Honduras is now quite independent of Jamaica.

CONSTITUTION. British Honduras is a Crown Colony. It has an Executive Council consisting of the Governor and six members, three of whom sit *ex officio*, the other three being nominated, and a Legislative Council comprising the Governor and five official and not fewer than five unofficial members appointed by the Governor.

Governors since 1904.

Sir E. B. Sweet-Escott, K.C.M.G.	1904
Colonel Sir E. J. B. Swayne, K.C.M.G., C.B.	1906
Sir Wilfrid Collet, K.C.M.G.	1913
W. Hart Bennet, C.M.G.	1918
Sir Eyre Hutson, K.C.M.G.	1919

ACCOMMODATION. Belize. Mrs. Macdonald's and Miss Stanier's lodgings in Regent Street. Board and lodging $1.50 per day and upwards.

COMMUNICATIONS. There is unfortunately no direct passenger steamship communications between the mother country and British

Honduras ; but intending passengers can select any of the following routes :

(**1**) From Halifax (N.S.) ; by Canadian Government Mercantile Marine *via* Bahamas and Jamaica. Every three weeks.

(**2**) From New York ; by rail to New Orleans, and thence to Belize by United Fruit Company's mail steamers (leaving New Orleans every Thursday). Time, about 15 days.

(**3**) From New York ; by rail to Mobile and thence to Belize by United Fruit Company's tramp steamer. Fortnightly.

(**4**) From New York ; to New Orleans by Southern Pacific S.S. Company, Ltd., and thence to Belize by United Fruit Company.

(**5**) From New York ; United Fruit Company's steamers from New York to Belize (one passenger and one cargo steamer each month).

(**6**) Liverpool to New Orleans by Leyland Line (time, about 17 days), and thence to Belize by United Fruit Company.

(**7**) Bristol or Liverpool to Jamaica per Elders and Fyffes, Ltd. ; to Belize by United Fruit Company and Canadian Government Merchant Marine.

Communication between Belize and Stann Creek, Jamaica, is maintained by a weekly steamer of the United Fruit Company ; and between Belize, Corosal and Orange Walk (New River) by sailing and motor-boats which connect with the United Fruit Company's mail steamers to and from New Orleans. On the Belize River motor-boats ply between the capital and El Cayo several times a week, except in dry weather ; and communication between Belize and all important places on the coast, cays, and various rivers is maintained by sloops and motor-boats.

A Government railway runs inland from Stann Creek to Middlesex, a distance of 25 miles.

The roads are not at present suitable for wheeled traffic except in the immediate vicinity of towns, and between El Cayo and Benque Viejo.

There is a canal between Sibun Bight and Manatee which is suitable for light draft boats only.

Belize has a good local telephone service, and trunk lines connect the capital with Stann Creek, Punta Gorda, El Cayo, Benque Viejo, Corosal, and Orange Walk. A cable laid under the Rio Hondo connects British Honduras with Payo Obispo, Mexico, and a wireless station is established at Belize.

SPORTS. *Lawn-tennis* is played on concrete courts of the *polo* and *golf* clubs, and there are also several private courts. *Cricket* is played from May to October, and there are several native cricket and *football* clubs. The Belize *Golf* Club, which was established in 1900, has a nine-hole course (subscription $1.25 per month and $10 entrance fee). *Polo* is played on Tuesdays, Thursdays, and Saturdays from October to March, by the members of the Belize Polo Club founded in 1895 (subscription $15 per annum and $7.50 entrance fee), under Hurlingham rules modified to suit local con-

ditions. *Fishing* is a pursuit which is not much followed, though tarpon, calipever, snapper, bass, mullet, grouper, king-fish, and barracouta are plentiful. The sheltered water between the mainland and the line of reefs about ten miles to windward is admirably suited to sailing.

SIGHTS. Belize (population 10,478), the capital and seat of government, is approached from the open sea by a tortuous channel through the numerous reefs and cays lying off the coast, prominent among which are Turneffe, St. George's Cay, English Cay and Ambergris Cay. It has been said by the irreverent that the best view of Belize is obtained from the stern of a ship. The first appearance of the town with its white and red roofed houses rising from the sea is quite pleasing. A large white building to the left must not be mistaken for a hotel which it much resembles; it is St. John s College, a Roman Catholic Institution conducted by American Jesuits, about a mile from the town. On a clear day the great mountains of the interior can be seen in the dim distance. Belize straggles up both sides of one of the mouths of the river of the same name for a short distance. The left bank ends in a short sandy promontory, called Fort George after a fort that used to stand upon it, all traces of which have now been lost, its place now being taken by the wire-screened offices of the United Fruit Company. Steamers lie in the roadstead and passengers reach the shore at the Custom's wharf on the right bank. Behind the Custom's House used to stand the Government Buildings which were completely destroyed by a conflagration in 1918. The principal thoroughfare is Regent Street, at the end of which are (left) the spacious **Government House** with a lawn running down to the sea, and (right) the old **Cathedral** church, erected in 1810. Conspicuous alongside the tower is a large water vat, which serves as a reminder that the town is dependent on rain for its supply of drinking water. The street is quite innocent of paving and is honeycombed by the holes of land crabs which dart back into them as you approach. At the back of the town is an ugly mangrove swamp which it is proposed to drain—an improvement that would add greatly to the amenities of Belize. The

houses, many of which are roofed with iron as a protection against fire, are in some cases surrounded by small gardens with picturesque fruit and shade trees, among which the ubiquitous coco-nut palm predominates. Along the river fronts are stores and private residences. A bridge connects two parts of the town, and the river below presents a busy scene with its numerous pitpans—the native boat—and motor-boats, which ply between the capital and El Cayo, 100 miles distant on the western frontier, where goods are transferred to mule-back for the Peten district of Guatemala, the cays, the rivers, and various points along the coast.

The rivers of the colony provide scenery of a varied character. In the lower reaches, tropical jungle of the richest kind is seen. Farther up the country becomes hilly, and the banks high and often rocky, and abounding with maidenhair and other ferns and vegetation. Mahogany camps can be inspected by permission of the firms engaged in cutting. These firms engage the services of an expert woodman—a "hunter," or "timber cruiser," as he is called—who locates and reports on suitable trees within easy reach of the rivers. A track is then cut through the forest to the tree selected, and the wood-cutters proceed with their work. After the tree has been lopped and cleaned, it is "trucked," or hauled by oxen, to the river-side by torchlight at night, out of consideration for the bullocks, which could hardly work during the heat of the day. The logs are then allowed to lie at the riverside until the rains bring sufficient water to enable them to be floated —or "driven," as it is called—down to the mouth, where they are boomed, or fastened together, by "dogs" until they are hauled out to be trimmed, or squared, ready for shipment.

St. George's Cay, a small island about ten miles to the north-east of Belize, besides being exceedingly picturesque, is historically interesting as having been the scene of the memorable engagement in which the Spaniards were defeated by the British settlers in 1798 (*see* page 391). It was on this island that the first English settlement was made. Many of the residents in Belize now have houses on St.

George's Cay to which they repair for week-ends or longer. Each house has a bathing kraal, and the fishing and sailing off the coasts are excellent.

Sergeant's Cay, Goff's Cay, English Cay, and **Tobacco Cay,** are a few of the numerous cays lying along the Coral reef about ten miles to windward of the mainland which, though they provide very primitive accommodation, are occasionally resorted to by visitors who are satisfied with sea-bathing, fishing, and sailing.

Manatee, some fifteen miles to the south of Belize, is another holiday resort of rather a primitive character. Here there are extensive lagoons. At Ben Lomond, on the Northern Lagoon there are stalactitic caves.

Still farther to the south is the agriculturally promising Stann Creek district. The town of **Stann Creek** is a well-to-do little place which acquired some importance through its connection with the pioneer railway of the colony. This line, which has a 3-foot gauge, starts from a pier in the sheltered waters of Commerce Bight to the south of the town, and runs inland for a distance of about 25 miles to a terminus in the middle of rich agricultural land at the foot of the mountains to the west. The railway was begun in 1907, and considerable areas of land alongside the line were at first successfully put under banana cultivation, but unfortunately the industry languished owing to the appearance of the dreaded Panama disease.

On the Rio Grande in the Stann Creek District some ancient pyramids faced with cut stone, filled with stone and brick and standing on a stone-faced platform, are preserved as historic monuments. Their origin is unknown. In the Cayo District, near Benque Viejo, there are also some interesting ruins. Here there is a three-storied temple the ground floor of which is still in a good state of preservation. Near it is a fine sculptured stele. An account of these ancient remains is given in the British Colonial Report —Miscellaneous [Cd 6428]—published in 1912.

Chapter XVII.

THE SPANISH MAIN.

The Historic Littoral of northern South America.

The Spanish Main is the name given in the days of the buccaneers to the north-east coast of South America between the delta of the Orinoco and the Isthmus of Panama. It is often incorrectly applied to the sea which washes that coast. Once a Spanish possession, the Spanish Main is now shared by the republics of Venezuela, Colombia and Panama.

The countries of the Main are, generally speaking, mountainous, while the front lands are sandy. Next to the Orinoco, the chief river is the Magdalena, which empties itself by a wide delta to the west of Savanilla. The principal ports are La Guaira and Puerto Cabello in Venezuela, both of which are connected with Caracas, the capital of that country, by railway, and Santa Marta, Savanilla (or Puerto Colombia), and Cartagena in Colombia. Steamers usually call at one or more of these ports in the course of the voyage between Trinidad and Colon; but passengers desirous of going ashore at any of them as well as at Colon are advised to visit them after the latter place, for the Panama Canal authorities subject arrivals from Venezuelan and Colombian ports to rigid quarantine.

HISTORY. The Spanish Main was discovered by Columbus, who crossed over to what is now Venezuela, after setting foot on Trinidad for the first time, in 1498. Alonso de Ojeda coasted along it in the following year and, having obtained a grant of the district from Cape Vela to the Gulf of Darien in 1508, founded the colony of Nueva Andalucia there. Some years later Diego de Nicuesa established the settlement of Castilla del Oro farther to the west, and in 1514 the two colonies were united under the name of Tierra

Firme. Meanwhile Vasco Nuñez de Balboa had, in 1513, discovered the Pacific, an event which proved the beginning of a period of immense prosperity for the country. Gold and silver were transported across the Isthmus of Panama and the Spanish galleons gathered in the harbours of Porto Bello and Cartagena, whence they carried the treasure of the New World to Cadiz. For years Spain monopolised the trade in spite of the constant raids by the buccaneers and pirates.

In 1564 the country was formed into a Spanish Presidency called New Granada, and in 1718 it was raised to the position of a Viceroyalty, only to be reduced to a Presidency again in the following year. The Viceroyalty was revived in 1740 and extended to include Venezuela, a Spanish settlement at the eastern end of the Main which was making rapid growth. The attacks against the supremacy of Spain now became more frequent. In 1572 Sir Francis Drake, who had been furnished with letters of marque by Queen Elizabeth, raided Nombre de Dios, a strongly fortified town of great wealth and consequence, and in 1585 he captured Cartagena and exacted a ransom of 110,000 ducats from the inhabitants. In 1679 the town was again raided by de Ponti, a Frenchman, assisted by the buccaneers, and in 1740 it was attacked unsuccessfully by Admiral Vernon, who in the previous year had justified his boast that he could capture Porto Bello with six ships only.

Towards the end of the eighteenth century, Spain's power began to wane, and in 1811 the struggle for independence began under the leadership of Simon Bolivar, the Liberator. In 1811 Venezuela declared her independence, and from that year until 1824 there was constant war between the colonies on the Main and their mother country. In 1819 Bolivar effected the union of Venezuela, Colombia and Ecuador under the title of the Republic of Colombia, whose independence was recognised in 1825. The yoke of Spain having thus been removed, a long series of civil wars and dissensions commenced. In 1829 Venezuela seceded from Colombia. Bolivar died in 1830, and in the year after his death the Republic of New Granada was founded. In 1843 the provinces of Cartagena, Veragua and Panama withdrew from the federation, but they were brought back within twelve months. In 1861 the Republic of Colombia was re-established ; but on November 3rd, 1903, Panama after a bloodless revolution gained its independence (*see* page 412).

ACCOMMODATION. Barranquilla. *Pension Inglesa,* Calle de San Blas, board and lodging $3 (12*s.* 6*d.*) per day and upwards. Table d'hote lunch or dinner 80 cents (3*s.* 4*d.*). **Caracas.** *Grand Hotel Klindt, Gran Hotel* and *Hotel Saint Armand,* luncheon or dinner, 4 bolivars (3*s.* 2*d.*). **Cartagena.** *Walter's Hotel,* Calle de San Augustin, and *Mariani's Hotel,* Calle de Cuartel. Board and lodging $2.50 (10*s.* 5*d.*) per day. Table d'hote lunch or dinner $1 (4*s.* 2*d.*). **Puerto Cabello.** *Hotel de los Banos.* Meals at moderate prices. At **Puerto Colombia** there are no hotels or accommodation of any kind.

COMMUNICATIONS. The principal ports on the Spanish Main

can be reached fortnightly from England and North America (*see* Appendix I). **Barranquilla** can be reached by railway from Savanilla or by railway and steamer from Santa Marta (*see* below). Carriages 80 cents (3*s.* 4*d.*) per hour for two persons and $1.20 (5*s.*) for three. **Caracas.** Carriages de luxe can be hired on Sundays and fête days, when they are in great request, from 4.30 to 7 P.M. for 32 bolivars (£1 5*s.* 4*d.*) with American horses, and bs. 26 (£1 0*s.* 7*d.*) with native horses ; per hour bs. 10 (7*s.* 11*d.*) American ; bs. 8 (6*s.* 4*d.*) native. On week-days the tariff is bs. 8 (6*s.* 4*d.*) American ; bs. 6 (4*s.* 9*d.*) native. Numbered cabs, bs. 1.50 (1*s.* 2*d.*) per course, bs. 2 (1*s.* 7*d.*) between 10 and 1 P.M., and bs. 4 (3*s.* 2*d.*) between 1 P.M. and 6 A.M. Motor-cars can be hired for bs. 12 (9*s.* 6*d.*) per hour on weekdays and bs. 16 (12*s.* 8*d.*) per hour on Sundays. **Cartagena.** Steamers go alongside a wharf on Drake's Spit, from which the city is reached by a light railway. Fare 5 cents (2½*d.*). Carriages 80 cents (3*s.* 4*d.*) per hour for one or two persons, $1 (4*s.* 2*d.*) for three, and $1.20 (5*s.*) for four. The city is connected with Calamar on the Magdalena river (36 miles) by the Cartagena (Colombia) Railway. *Fare*, $2.50. **La Guaira.** Landing charge from steamers to the wharf 42 cents (1*s.* 9*d.*). The port is connected with Caracas, the capital of Venezuela, by the line of the La Guaira and Caracas Railway Company, Limited (23 miles). A list of stations on the line and their height and distance from La Guaira is given below. The fares are : first-class single, $12.50 ; return, $18.00 ; second-class single, $8.00 ; return, $12.00.

Stations.	Miles.	Height in feet.	Time Taken.
			Hours.
La Guaira . . .	0.00	6	—
Maiquetia . . .	1.30	50	0.08
El Rincón . . .	2.46	300	0.15
Curucuti . . .	6.97	1078	0.40
Zig-Zag . . .	9.89	1533	1.00
Boquerón . . .	11.80	1955	1.10
Peña de Mora . .	14.00	2295	1.27
Cantinas . . .	18.00	2903	1.46
Caracas . . .	23.00	2984	2.08

Puerto Colombia. The pier is owned by the Barranquilla Railway and Pier Company, Limited, whose line goes to Barranquilla (17 miles ; about 40 minutes each way).

Santa Marta is connected with the interior of Colombia by means of the Santa Marta Railway to Cienaga Grande (24 miles), whence passengers and mails are conveyed by a small river steamboat every sixth day to Barranquilla. *Fare* $3.80.

Port Limon.—A railway runs from Port Limon to San José and the Pacific coast. The stations on the line are as follows:

	Miles.	Height.		Miles.	Height.
Limon .	—	11ft.	Peralta .	54.2	1055ft.
Moin Junction	3.5		Turrialba .	62.5	2037ft.
Zent Junction	20.4		Tucurrique .	68.7	
Matina .	21.9	55ft.	Juan Viñas .	73.8	3286ft.
Madre de Dios	28.7		Santiago .	78.1	3536ft.
Indiana Junction	35.7		Paraiso .	85.4	4392ft.
Siquirres .	36.7	196ft.	Cartago .	89.4	4760ft.
La Junta .	38.6	187ft.	El Alto .	92.2	5137ft.
Florida .	43.0		Tres Rios .	96.0	4362ft.
Las Lamas .	45.2	879ft.	San José .	102.1	3868ft.

SIGHTS. Some five or six hours after leaving Colon, steamers coasting along the Spanish Main pass the site of **Nombre de Dios** and **Porto Bello.** It was off Nombre de Dios that the remains of the redoubtable Drake were committed to the deep in 1595. The final expedition of the great Elizabethan seafarer proved unfortunate from the start. His kinsman and trusted friend Sir John Hawkins, who accompanied him, died off Porto Rico. Nombre de Dios was found to be deserted, and an attempted march on Panama failed. Eventually Drake succumbed to an attack of dysentery on board his ship the *Defiance* off Porto Bello, on January 28th, 1595–6. Next day his body, enclosed in a leaden coffin, was consigned to the waters of the Caribbean. As an anonymous poem quoted by Prince in "Worthies of Devon" says:

> The waves became his winding-sheet; the waters were his tomb;
> But for his fame, the ocean sea was not sufficient room.

Porto Bello was peopled with the inhabitants of Nombre de Dios in 1584, when that city was virtually abandoned after being repeatedly raided by the Indians. As the chief Atlantic entrepôt of the trade of Peru it attained a position of great wealth and affluence, and was very strongly fortified. Owing to the excessive cost of living at Porto Bello, the Spanish galleons used to lie in the harbour of Cartagena until the news reached them of the arrival of the treasure ships from Peru at Panama. Then they would drop down to Porto Bello to await the mules which arrived in trains of about a hundred each, loaded with gold and

silver. To receive this treasure a large tent made of sails was erected in the principal square by the sailors, and fairs, of what in those days was considered great magnificence, were held periodically. Porto Bello was sacked by Drake in 1572, by Morgan in 1668, and by John Spring in 1680. The place was also captured by Admiral Vernon (*see* page 397), who justified his boast that he could take it with six ships, in 1739. His victory was followed by great rejoicings in England, which are recalled by the names Portobello road and junction, and by numerous public-houses dedicated to Admiral Vernon.

A large rock quarry at Porto Bello supplied the stone used for the Colon breakwater and in the construction of the locks and dam at Gatun on the Panama Canal.

Long before **Cartagena** itself is seen, an almost isolated hill which dominates it comes into sight. This is the historic Popa—so called from the resemblance of its shape to that of the poop (popa) of a ship—to which in the old days sailors made obeisance when they first "picked it up." As the steamer draws nearer, the buildings of the old Augustinian monastery, Nuestra Señora de la Popa, which are perched on the summit, can be distinguished.

Cartagena, which was founded by Pedro de Heredia in 1533, stands at the foot of this hill on a sandy peninsula connected with the continent by a narrow neck of land. From the distance the white houses of the city appear to rise out of the sea, just as the palaces and towers of Venice seem to do as one approaches the Italian city from Mestre across the lagoon. At first sight Cartagena looks as if it had been placed in a singularly exposed position ; but it must be remembered that in the days of its greatness there were no long-distance guns. Besides, nature has protected it by reefs and the formidable Salmedina sandbank, which has taken its full toll of shipping and compels vessels on the western voyage to approach the city by a circuitous channel along and round the islands which help to form its secure harbour.

The harbour was once gained by two bocas or mouths, the Boca Grande (the Big Mouth), quite near the town, and the Boca Chica (the Narrow Mouth), many miles farther

A PLAN of CARTAGENA.
La Cienega or Gulf de Tyre
Notre Dame de la Poupe
The French Artillery Landed
I. de Borgas, or I. of Wicks
THE
LAKE
Ratair
CARTAGENA
Tiera Bomba
Boachica, or little Mouth
This Part of the Sea was formerly a Plain, on which the Inhabitants of Cartagena used to walk, but has been for some time overflowed, and the rolling of the Sea upon all this Coast, is an invincible Rampart to Cartagena, so that it is only approachable by the Lake.

CARTAGENA AT THE PERIOD OF VERNON'S ATTACK.
Reproduced from *The Gentleman's Magazine for* 1740.

south ; but after an attack by Admiral Vernon in 1740 the Spaniards closed the Boca Grande by sinking old ships in the fairway. Round these sand has collected, thus effectively blocking the entrance. Now, therefore, only the Boca Chica is available for navigation. As we enter the harbour by this narrow strait, scarcely a pistol shot across, we pass Fort San José on the right, and on the left the once formidable but now derelict Fort San Fernando on Tierra Bomba Island. After negotiating the entrance, the steamer makes her way for some six or seven miles along a tortuous passage past the mangrove-covered shores of Tierra Bomba, and is warped alongside a wharf on the historic **Drake's Spit.** It was along this neck of land that Sir Francis Drake and his troops marched when they attacked Cartagena in 1585. At that time it was defended by a ditch and a stone wall with a single opening for the cavalry to pass through, which was protected with a barricade of wine butts standing one upon another. The road, too, was commanded by six pieces of ordnance, demi-culverins and sakers, and was flanked by two great galleons with their bows towards the shore mounting eleven guns. Under cover of the dark, the Englishmen crept silently along the seashore, and on reaching the wall they formed up with " pikes roundly together " and rushed the opening at daybreak. The butts were overthrown, and the Englishmen, favoured by having better armour and longer pikes, drove back their adversaries to the market-place and captured the town.

Visitors are recommended to take the light railway which now runs along this spit of land to the terminus just outside the massive city walls. At the far side of the open space outside the main gateway is the terminus of the Cartagena (Colombia) Railway Company, Ltd., whose line runs to Calamar, a port on the Magdalena River (fare $2.50). Cartagena itself was once called by the Indians Calamari or the land of the crayfish, owing to the abundance of those crustaceans found there. Immediately opposite the gateway is a Plaza decorated with busts of the heroes of the revolution.

On entering the city the visitor finds himself in a town

of old Spain set down in the tropics. All the houses—most of which are well and solidly built—have balconies, while the lower windows are barred in the characteristic Spanish fashion and all have their cool-looking patios. If he would avoid being importuned by small boys eager to act as his guide, the visitor is recommended to proceed immediately to **Walter's Hotel,** where he can obtain advice as to how best to fill in the time at his disposal.

A feature of interest is the quaint memorial of the centenary of the liberation of the country, which consists of a tall shaft at the base of which are numerous cannons peeping from circular orifices in the concrete base.

The **Cable Office** is in the Plaza Cristobal Colon. The **Market** in the Paseo de la Independenza is open from 4 A.M. to 5 P.M. Among the churches which can be visited are the **Cathedral** and **San Pedro Claver.** Both are in a sad state of disrepair; but it is possible to gauge from the fabric how handsome these churches must have been.

The **House of the Inquisition** near the principal square is now the residence of a merchant who courteously permits visitors to inspect it. Cartagena was one of the headquarters of the Inquisition in the New World, the others being at Lima and in Mexico. It is said that the cruel apparatus of torture is buried in the patio, where several tall and graceful palms now grow which it would be a pity to displace. In one room an old and worn railing is pointed out, behind which the victims are said to have stood when they received their sentence; from there they were removed to a windowless chamber beyond, where the punishment known as auto-da-fé was inflicted.

The following drive is recommended: To the Fortress of San Felipe, and the foot of La Popa Hill, across the bridge to Manga Island, through Calle Central and Calle Royal, across the Roman Bridge, through Calle Aguada and Calle Larga, and to the market and Independence Square.

A drive to the **Muralla de las Bovedas,** the substantially built wall beyond the city, reveals the elaborate nature of the fortifications which once defended the city.

A walk to the summit of **La Popa** is an arduous undertaking, and most visitors will be content with a drive to

the Fortress of San Felipe at its foot. The drive can be continued to Manga Island. At the same time it should be mentioned that the view from the summit is, to quote Humboldt, "very extensive and varied, and the windings and rents of the coast give it a peculiar character." "I was assured," he adds, "that sometimes from the window of the convent, and even in the open sea, before the Fort of Boca Chica, the snowy tops of the Sierra Nevada de Santa Marta are discernible." The writer can testify that Humboldt was well informed as far as the view of the Sierra Nevada from the open sea is concerned, for he has seen it himself, and will not easily forget the surprise which this noble range of snow mountains with their mighty glaciers caused to him and his fellow passengers on a voyage along the Spanish Main a few years ago. Horqueta, the highest peak, is 17,600 feet. Still dealing with the Popa, Humboldt in his personal Narrative of Travels writes:

A gloomy vegetation of cactus, Jatropha gossypifolia, croton and mimosa, covers the barren declivity of Cerro de la Popa. In herbalising in those wild spots, our guides showed us a thick bush of Acacia cornigera, which had become celebrated by a deplorable event. Of all the species of mimosa the acacia is that which is armed with the sharpest thorns; they are sometimes two inches long; and being hollow, serve for the habitation of ants of an extraordinary size. A woman, annoyed by the jealousy and well-founded reproaches of her husband, conceived a project of the most barbarous vengeance. With the assistance of her lover she bound her husband with cords, and threw him, at night, into a bush of Mimosa cornigera. The more violently he struggled, the more the sharp woody thorns of the tree tore his skin. His cries were heard by persons who were passing, and he was found after several hours of suffering, covered with blood and dreadfully stung by the ants.

About fifty-five miles to the east of Cartagena across the mouth of a great bay is **Santa Marta.** Founded by Rodrigo Bastidas about the year 1520, Santa Marta was sacked by the pirate Robert Baal in 1543, and again in 1555 by the French buccaneer Pedro Brasques. In 1576 it was burned to the ground by Coropomeina, chief of the Tupes Indians of Valledupar. Sir Francis Drake captured it in 1596 and in 1629 the Dutch freebooter Pater landed and carried off the artillery of the Castle of San Juan, and the treasure of the church. In 1655 the city was again sacked by

William Ganson, and finally it was looted by buccaneers, an Englishman and a Frenchman, who carried off the Bishop and landed him on the coast of Panama. Charles Kingsley refers to this incident in "Westward Ho!" in which he describes with surprising accuracy—considering that he never saw it—the beautiful bay of Santa Marta, and the exciting episode of the capture of the rich galleon "Santa Maria," and the carrying off of the Bishop by Amyas Leigh and his companions. Santa Marta is now an important centre of the banana industry. The town stands on the shore of a small land-locked bay, at the entrance to which there is a high conical rock called the Morro, surmounted by some ancient fortifications and a lighthouse. It has an ancient Cathedral, and an object of pilgrimage in the neighbourhood is the Hacienda where Simon Bolivar, the Liberator (*see* page 397) died on December 17th, 1830, which is now preserved as an historic monument by the Government of Colombia. Santa Marta has a pretty park and a promenade along the beach where rank and fashion congregate in the evenings. The offices of the United Fruit Company stand on what are believed to be the foundations of the first Christian Church to be erected in America. Pleasant excursions can be made by rail to banana plantations by arrangement with the United Fruit Company and notably to Rio Frio, an old mansion standing in a magnificent grove of royal palms. Coffee plantations in the mountains can also be visited. **Puerto Colombia** or **Savanilla,** a seven hours' steam to the east of Cartagena, which lies at the head of a large bay, has little to commend it to visitors. It is simply a collection of squalid huts and shanties huddled together on a sandy shore. The only feature of interest is the great steel railway pier of the Barranquilla Railway and Pier Company, Limited, which is no less than 4,000 feet long, and can accommodate five large steamers at the same time.

Trains run along this pier to **Barranquilla,** a distance of 17 miles, at fairly frequent intervals. The expedition to this city would be well worth making if it were only to avoid the tedium of lying for any length of time off such a desolate spot as Savanilla—though for fishermen the pier

has its charms; but the visitor who does not wish to be marooned should make full inquiries of the purser as to the time available, etc. The journey takes about forty minutes. Various villages are passed *en route*; but the country is, generally speaking, flat and uninteresting.

Barranquilla is a busy city of some 70,000 inhabitants, on the left bank of the Magdalena River, from the mouth of which it is distant about seven miles. It owes its importance to the fact that in consequence of the difficulty of navigating the delta of the Magdalena it is the northern terminus of river traffic with the interior of Colombia. It now boasts two flour mills, three weaving factories, a brewery, a cotton factory and an ice factory. In the population there is a large proportion of white inhabitants. They are descended from the old Spanish colonists, who brought the manners and customs of their country with them. Their costumes, their quaint old houses with their balconies, patios and brightly painted window shutters, vividly recall sunny Spain. The city has a handsome cathedral, in front of which is a small but attractive garden square. In the principal thoroughfare there is a statue of Columbus, to whom Colombia owes its name. A visit should be paid to the market and the wharves on the river-side, between which and the upper reaches of the Magdalena stern-wheel steamers like those on the Mississippi ply.

Off the coast of Venezuela, to which it belongs, lies the island of **Margarita,** once famed for its pearl fisheries. This island, of which the capital is **Pampatar,** was granted to Marceto Villalobas by Charles V of Spain in 1524. Its merchants and sailors took a prominent part in the War of Independence, and it now belongs to Venezuela, forming with the neighbouring islets of Tortuga, Cubagua and Coche, a division of the Eastern Federal District. The area of the island, which is mountainous and almost divided into two parts by the Laguna Grande, is 400 square miles, and though the soil is fertile the only industries are fishing and salt-making. Pampatar was raided by the Dutch in 1662.

Carupano (population 9,250) is situated on the coast at the opening of two valleys in the Venezuelan State of

ermudez. It is a Venezuelan port of shipment for cocoa, offee, sugar, rum and timber, much of which is transhipped t Port of Spain, Trinidad.

Puerto Cabello (population 14,000), a port of entry of enezuela, lies at the head of a great bay protected by orts on the hillside. The place affords a marked contrast o Savanilla, having ample wharf accommodation. The ailway, which is connected with the wharves, runs to alencia ($2\frac{1}{2}$ hours), where connection is made with the ailway to Caracas. The appearance of the city from the ea is quite picturesque, a notable feature being the oriental-ooking hotel and bathing establishment, and neat little laza with its tall palm trees. The sights of the place are ot many. They include, of course, a monument to com-emorate the liberation from Spain, and a theatre.

La Guaira, the chief port of Caracas, the capital of Vene-uela, stands in a romantic position on a deep indentation f the coast and at the foot of precipitous mountains. The arbour, which is formed by a concrete breakwater, en-loses an area of about 76 acres. The town, which was ounded in 1588, was destroyed by earthquake on March 6th, 1812, and was the scene of much fighting during the War of Independence.

Though Caracas, the capital of Venezuela, is only $6\frac{1}{2}$ iles south of La Guaira, the distance by rail is 23 miles. he city stands at the western extremity of an elevated alley at a height of from 2,887 to 3,442 feet above the ea-level.

Caracas was founded in 1567 by Diego de Losada, under he title Santiago de Leon de Caracas. Like La Guaira t was destroyed by earthquake in 1812, and it is now a andsome city with many public squares and gardens right with tropical palms and flowers. The principal quare is the Plaza de Bolivar, in the centre of which there s a bronze equestrian statue of Simon Bolivar the Liberator, who was born in Caracas. Round the square are grouped he **Cathedral** and Archbishop's Palace, the **National Library** and **General Post Office.**

The public buildings which may be visited include the **Palacio Federal,** the **Concejo Municipal,** the **Fine Arts**

Academy—which has a fair collection of pictures—the **Panteon Nacional,** and the **Museo Boliviano.** Particulars regarding the hours of opening, etc., can be obtained at the hotels. Caracas has three theatres : the **Opera House,** the **Nacional** and the **Caracas,** and there is a **Bull Ring** where bull-fighting can be witnessed on Sundays (admission from bs. 2 [1*s.* 7*d.*]).

Port Limon, the principal eastern seaport of Costa Rica, is visited by the steamers of the United Fruit Company and Messrs. Elders and Fyffes, and may therefore be dealt with in this chapter.

Beyond its Plaza, with its avenues of fig-trees (*higuerones*), anchored by curious aerial roots, and its market, the town offers little attraction to visitors who usually take the train (at the end of the pier) to **San José,** the capital of Costa Rica, and back whilst the steamer is taking on board her cargo of bananas. The line, which was built by an American, Minor C. Keith, between 1884 and 1900, passes for the first 38 miles through a succession of banana plantations, among which giant trees serve as a reminder that this was once a tropical forest. At Turrialba (62 miles) pine-apples, which grow to perfection in the neighbourhood, are offered to the travellers. The scenery now becomes very beautiful and about 10 miles farther on the track runs high up on the side of the canyon of the Reventazon. The continental divide is at El Alto, the highest point of the pass being marked by a cross by the roadside. The train then descends through a district mainly devoted to coffee cultivation, to San José. Situated on the Pacific slope 3,800 feet above sea-level and with a population of 50,000 San José is laid out on a rectangular plan, " Calles " running north and south and " Avenidas " east and west. It boasts some impressive (for this part of the world) buildings and several charming parks and open spaces.

Chapter XVIII.

THE PANAMA CANAL.

"The land divided, the world united."
Motto of the Canal Commission.

No visitor to the West Indies should miss the opportunity of inspecting the Panama Canal, which now links the Atlantic and the Pacific Oceans. It is a marvel of ingenuity, perseverance, and organisation.

The canal has, as foreshadowed by Captain Mahan, changed the Caribbean Sea "from a terminus and place of local traffic, or at the best a broken and imperfect line of travel . . . . into one of the great highways of the world." It has been constructed in what used to be the Province of Panama in the Republic of Colombia, but is now the Republic of Panama. In the centre of that Republic there is a strip of territory ten miles wide and about 436 acres in extent, which is leased in perpetuity to the United States. This is known as the Canal Zone. Over it the United States have absolute control. Included in the Zone are the islands in the Bay of Panama called Perico, Naos, Culebra, and Flamenco. Colon, the northern, and Panama, the southern or Pacific terminal of the canal, are nominally outside the Zone, but the United States is supreme in the all-important matter of sanitation, and has the right to maintain order in the event of the Republic of Panama being unable to do so.

The French contemplated making a sea-level canal; the Americans, on the other hand, decided in favour of a high-level one involving locks at either end. So the Chagres River has been dammed at Gatun and vessels are raised through a series of three locks, and then traverse a great lake thus formed for a distance of 24 miles until the back-

bone of the Isthmus is reached at Bas Obispo. Here they pass through an immense cutting—the famous Gaillard or Culebra cut—on emerging from which descend to the Pacific by three locks, one at Pedro Miguel and two at Miraflores. Many people imagine that the Canal runs east and west. This is not the case. From Colon it runs due south as far as Gatun, and thence in a south-easterly direction. Not a little surprise is experienced by some visitors to Panama, when they see the sun rise from the Pacific Ocean.

The total length of the Canal from deep water in the Atlantic to deep water in the Pacific is 50½ miles, or from coast to coast 42 miles. Below is a comparison between the Panama and Suez Canals:

	Panama.	Suez.
Length (miles)	50½	104
Depth (feet)	41	36
Least bottom width (feet)	300	147
Excavation (cubic yards)	251,041,054	80,000,000*
Cost	$368,543,000	fcs.761,522,220 (to date)

* Original canal 25 feet deep.

The normal variation between high and low tide on the Atlantic side is about one foot; on the Pacific side it is about 12½ feet, with occasional ranges of 21 feet. The mean level of the Pacific at the Isthmus has been found to be about eight inches higher than the mean level of the Atlantic.

HISTORY. It is believed that the Isthmus of Panama was first visited in 1499 by Alonso de Ojeda, who established a colony, which he called Nueva Andalucia, near Cartagena. Two years later Rodrigo Bastidas coasted along the Spanish Main as far as what is now Porto Bello, and in 1502 Columbus, coasting from Almirante Bay, founded the colony of Nombre de Dios in Porto Bello Bay. The settlement was destroyed by Indians, but re-established in 1511 by Diego de Nicuesa, Governor of the Spanish Province of Castilla del Oro, which included the countries that are now Nicaragua, Costa Rica, and Panama. In the same year Martin Fernandez de Enciso, with the survivors of Nueva Andalucia, founded the colony of Darien. After an insurrection he was succeeded in command by Vasco Nuñez de Balboa, who had accompanied Bastidas on his

oyage in 1501. In 1513 Balboa crossed the Isthmus of Panama and iscovered the Pacific Ocean. He was succeeded by Pedro Arias e Avila who, in 1514, amalgamated the several colonies under the ame of Tierra Firme, and five years later founded Panama City. When the wealth of the newly discovered countries on the Pacific egan to be developed, the route across the Isthmus became im-nensely important, and much treasure was transported over the Gold Road, as it was called, on mules.

Panama was included in the Viceroyalty of New Granada, which as established in 1718, and in 1819 it became part of the inde-endent nation of Gran Colombia, and in 1831 of that of New ranada. In 1842 the provinces of Panama and Veragua seceded nd formed themselves into the State of Panama, but they rejoined ater. In 1857 Panama again withdrew, but soon returned to the ranadine Confederation, which in 1861 became the Republic of olombia. The subsequent history of the country is closely wrapped p with that of the Panama Canal.

The idea of piercing the Isthmus was not by any means one of ecent birth. It was talked of even in the days of Spain's greatness, hen she was anxious to find a short trade route to the East Indies, hough she subsequently found that the Isthmus helped her to rotect her possessions in Peru. Porto Bello and Panama were trongly fortified, and treasure was, as we have seen, carried across he Isthmus—a hazardous journey—to be shipped to Spain.

It was not until the nineteenth century, when the United States egan to feel the need for communication between their eastern and estern seaboards, that the question of a canal came within the egion of practical politics. Some favoured a Nicaraguan Canal. he Atlantic terminal of this would have been in a country over hich Great Britain had long exercised control, and in 1850 the amous Bulwer-Clayton Treaty was signed by Great Britain and he United States, which provided that neither Government should ver obtain or maintain for itself any exclusive control of any canal onnecting the Atlantic and the Pacific, or erect fortifications pro-ecting it.

The rush of gold-seekers to California in 1849 led to the con-truction by W. H. Aspinwall, H. Chauncey, and J. L. Stevens of the ailway across the Isthmus of Panama. Stevens secured a con-ession from the Government of New Granada in 1850, and five ears later the first train crossed from ocean to ocean. Various anal schemes were now discussed, but it was not until the comple-on of the Suez Canal that they assumed definite shape. Then it as that Ferdinand de Lesseps came on the scene. He summoned Congress in Paris in 1879, and two years later the *Compagnie Universelle du Canal Interocéanique de Panama* was floated. The ailway was purchased for $25,500,000, and work was begun in 1881 n a sea-level canal. An immense quantity of valuable machinery as sent out, and the French engineers set about their task with he wonderful skill and perseverence to which their successors have nce borne testimony. Owing, however, to the magnitude of the

task and to peculation and fraud, the company was unable to stand the strain, and after spending $300,000,000 it went into liquidation in 1889. The New Panama Company was formed to take over the assets, including the railway, which they continued to work; they also proceeded with the excavation to some extent. The war with Spain in 1898 gave the United States a further object-lesson of the need for a canal, one of their vessels, the *Oregon*, having to make a perilous voyage of 13,000 miles from the Pacific to the Atlantic, where the main fleet lay. A Commission was appointed to consider what would be the best route for a canal "under the control, management, and ownership of the United States." They favoured a Nicaraguan Canal, considering that the price demanded by the New Panama Canal Company (whose works, including the railway, they valued at $40,000,000) was excessive. Realising how futile it would be to compete against a Government canal, the New Panama Company immediately offered to sell at that price, and the purchase was duly authorised by the "Spooner" Act of 1902. By the Hay-Pauncefote Treaty of 1901, Great Britain waived the right of joint control, it being agreed that the canal should be "free and open to the vessels of commerce and of war of all nations . . . on terms of entire equality," and all that remained was for the United States to make a satisfactory arrangement with Colombia.

A treaty was then negotiated whereby the United States was to pay $10,000,000, and an annual rent of $100,000 after nine years for a strip of land. Colombia refused to ratify, and a few days later the Province of Panama declared her independence, which was at once recognised by the United States, and within a few months a treaty was negotiated with the new-born republic and ratified, by which the Canal Zone was leased to the United States for $10,000,000, and an annual payment of $250,000 at the end of nine years. Thereafter work steadily proceeded, and on October 10th, 1913, the final obstruction in the canal was blown up by President Woodrow Wilson, who, by pressing an electric button at Washington, closed a circuit of over 4,000 miles of telegraph line and cable and ignited an immense charge of dynamite, which destroyed the last dam across the Culebra Cut. The Canal was opened for traffic in 1914.

ACCOMMODATION. Colon. The *Washington Hotel*, operated by the United States Government, is by far the best. It was opened in 1913 and has accommodation for 180 guests. Single rooms from $3 per day; double, from $4. The *Imperial Hotel* and the *Miramar Hotel* are both recommended. Board and lodging, from $4 gold per day and upwards. The *Tivoli Hotel* at Ancon, conducted by the United States Government, is excellent (terms: Single rooms from $3, double from $4). Fair accommodation can also be obtained at the *Hotel Central* in Panama, and the *Hotel International*, near the railway station. Board and lodging from $3. **Taboga Island** *Hotel Aspinwall*. Board and lodging, $3. The Y.M.C.A. is well represented throughout the Canal Zone.

COMMUNICATIONS. Colon and Cristobal can be reached

ithout change of steamer, from England and America (*see* ppendix I). The Royal Mail Steam Packet Company have neir own wharf at Colon. The vessels of other lines go alongde one of the wharves of the Panama Railroad Company. lotor-car and carriage fares are established on a system of zones. he base fare for one adult passenger within any zone is 15 cents nd 15 cents more for each additional zone entered. When nore than one passenger is carried the additional charge for ach extra passenger is 50 per cent. of the charge for one passenger, rovided that such additional charge is not less than 10 cents for ach extra passenger. Between 12 midnight and 6 A.M., charges nay be increased by 50 per cent. At the *Atlantic terminus* the harge for one passenger from the pier to the railroad station is 15 ents; to the Hotel Washington, 30 cents. Between the railroad tation and the Washington the base fare is 15 cents. At the *Pacific end*, the charge for one passenger from the pier to the raiload station at Balboa is 15 cents; to the Hotel Tivoli, 30 cents. The base fare between the Tivoli and the railroad station in Panama 15 cents.

The Panama Railroad affords opportunities for reaching various oints of interest on the route of the canal. The fare to Panama r back is $2.40 gold.

The principal stations on the line and their distances are:

Station.	Miles from Colon.	Approximate time.
Colon	—	5 mins.
Mount Hope	1.57	15 ,,
Gatun	6.79	15 ,,
Monte Lirio	14.48	28 ,,
Frijoles	20.92	40 ,,
Caimito	26.13	49
Gamboa	30.26	57 ,,
New Culebra	35.19	1.08 hrs.
Pedro Miguel Jc.	40.23	1.20 ,,
Miraflores	41.74	1.26 ,,
Corozal	44.24	1.26 ,,
Panama	47.11	1.45 ,,

A service (2nd class) is also maintained between Pedro Miguel Junction and Bas Obispo, calling at Paraiso, Culebra, Empire and Las Cascadas. (Time, 35 minutes.)

A "shuttle" train plies at regular intervals between Third Street, Colon, and Gatun, calling at the following stations: Fifth Street, Passenger Station (Colon), Commissary (Cristobal), Shops (Cristobal), Mount Hope, Mindi, New Gatun, and Gatun. (Time, 25 minutes.)

SPORTS. Motoring, swimming, boating, hunting, fishing, riding, dancing, golf, baseball, visiting the Canal and historic spots, the theatre, horse racing, bull fighting, boxing, tennis, and participation in the native *fiestas* are among the most usual diversions. The presence of large Army and Navy forces adds to the social gaiety of life.

CLUBS. The Strangers' Club at Colon welcomes visitors. At Cristobal, the American settlement, there is a Y.M.C.A. which also shows hospitality to visitors.

SIGHTS. Colon, formerly called Aspinwall after the name of one of the founders of the Panama Railroad (*see* page 411), stands on Manzanillo Island, which is only separated from the mainland by dismal mangrove swamps. Formerly a hot-bed of yellow fever, it has now been improved by the Americans out of all recognition ; the streets have been paved, and the breeding-places of mosquitoes filled in, with the result that the place is quite healthy. On April 30th, 1915, a third of the City was devastated by fire which destroyed 430 buildings, covering twenty-two blocks, and involving a loss of property to the value of $3,000,000. The fire extended from the north-west corner of Eighth and Bolivar Streets to 14th Street and twelve buildings were destroyed by dynamite to check its course.

As the steamer approaches the shore, the great breakwater which extends from Toro Point and protects the Atlantic entrance to the Panama Canal is seen on the right. This breakwater is 11,700 feet long and cost $5,500,000 ; 2,840,000 cubic of rock were used in its construction.

In front of the entrance of the large and substantial **Washington Hotel** (bear to the left and beyond the gardens on leaving the wharf), is a bronze statue of Columbus protecting an Indian maiden, which was presented to Colombia by the Empress Eugénie in 1866, and used to stand outside de Lesseps's house (*see* below).

An ornate column with medallions on a triangular base bearing sculptured portraits of Aspinwall, Chauncey, and Stevens, perpetuates the memory of the pioneers of the Panama Railroad.

Turning to the right on leaving the wharf one comes to Front Street, a row of two-storied wooden houses, shops,

and numerous American bars of the most elaborate description. After nightfall they are brilliantly lighted and resound with the music of many orchestras. This street leads to the substantial **Railway Station** of the Panama Railroad. The **Cable Office** is also in Front Street.

Away to the right again is the American suburb of **Cristobal,** which is within the Canal Zone and consequently far more dignified and orderly than its cosmopolitan neighbour. Here one is introduced to the mosquito-proof houses, screened with copper gauze and looking like glorified meat safes, in which the "gold employees" on the canal reside. The employees, it should be explained, are divided into two classes, "gold employees" and "silver employees." The former are the officials, clerks, and skilled white men who are paid in United States currency, whilst the latter are the labourers who receive their pay in the silver Panamanian currency.

Passing along the sea-wall one reaches the house once occupied by Ferdinand de Lesseps. This, too, is now mosquito-proof. It was used as the offices of the Isthmian Canal Commission. From the sea-wall, many new wharves jut out into the sea, and those of the railroad are near-by.

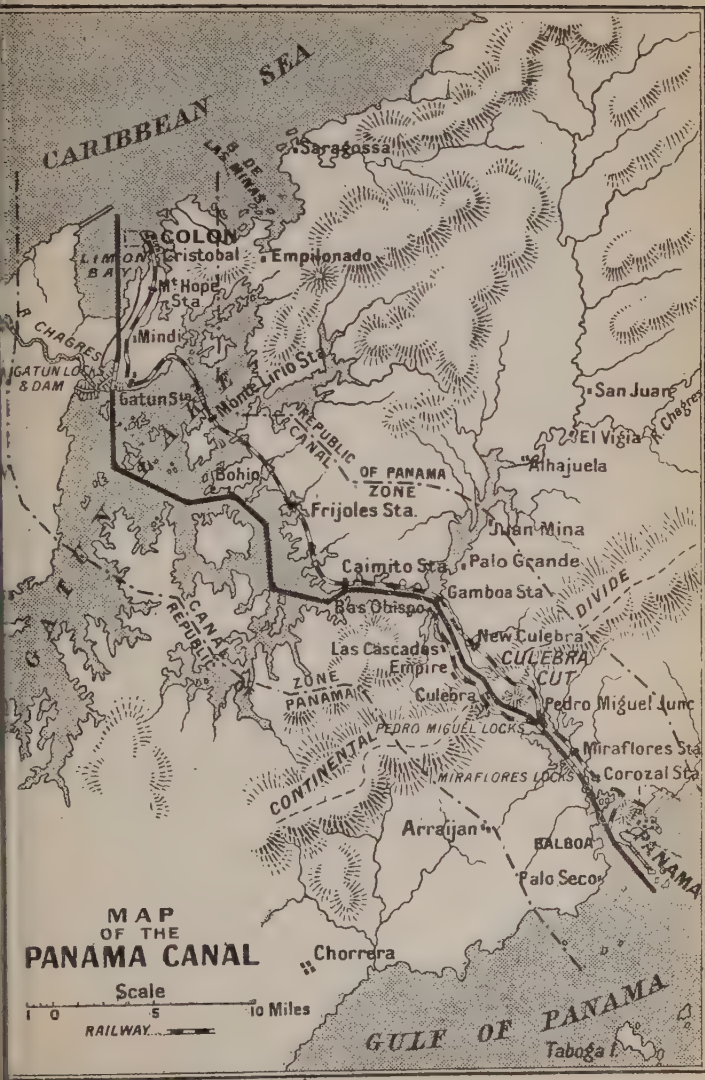
For the rest only the elaborate cold-storage plant, the electric laundry, and the wireless station—each in its way a triumph of American ingenuity—remain to be seen.

The **Panama Canal.** Part of the programme of the Canal Administration has been to do all that they can for the comfort and convenience of visitors. Special trains are provided for them on the railroad and special sightseeing vessels on the Gatun Lake. As, however, the time-table is subject to considerable variation from time to time the tourist should enquire about it at the station or Administration's offices, where he can obtain information as to the arrangements in force.

The construction of the Panama Canal involved the relocation of the greater part of the Panama railroad, and the new line, which cost $8,866,392.02, is 47.61 miles long, or 739 feet longer than the old. The old line is still used from Colon to Mindi (4.17 miles) and from Corozal to Panama; but the remainder is all new. Shortly after

leaving Colon, Mount Hope is passed on the left. Here i the days of the French régime, when it was called Monke Hill, many thousands of victims of yellow fever and diseas were buried. From Mindi to Gatun the line runs parall with the Canal. **Gatun** (6.79 miles) is reached in fiftee minutes. Here is situated the great dam which holds bac the Chagres River, forming an immense lake 164 squar miles in extent, or approximately the size of the Lake c Geneva. To reach this lake, steamers pass through series of three locks which lift them to a height of 85 feet Some idea of the colossal size of these locks may be realise when it is said that they are each 1000 feet long by 110 fee wide, while their gates are steel structures 7 feet thick 65 feet long, from 47 to 82 feet high, and weighing fro 390 to 730 tons each. Ships do not pass through the lock under their own power, but are towed by powerful electri locomotives running on tracks along the lock walls. T avoid risks of vessels running amok and ramming the loc gates, fender chains are placed on the up-stream side c the guard gates, besides intermediate and safety gate These chains are lowered into grooves in the lock floor t enable vessels to pass, and are then raised again by ma chinery. Special emergency dams of an elaborate natur are also provided. The entire lock machinery is operate by electricity generated by the overflow from the Gatu Lake. The operation of opening the lock gates, fillin and emptying the lock chambers (each containing fro $3\frac{1}{2}$ to 5 million cubic feet of water), and raising and lowerin the fender chains, weighing 24,098 lbs., can be controlle by one man at each group of locks.

The **Gatun Dam,** which unites the hills on either side c the lower end of the Chagres valley, is nearly $1\frac{1}{2}$ miles lon and half-a-mile wide at the base, 400 feet wide at the wate surface and 100 feet wide at the top. It is formed of mixture of sand and clay dredged by hydraulic process an placed between two large masses of rock, etc., obtained b steam-shovel excavation at various points along the cana In all about 21,000,000 cubic yards of material were use in its construction. In the centre of the Dam is the **Spill way,** a concrete-lined channel nearly 1,200 feet long an



fton, Praed, & Co, Ltd, St James' St London.

285 feet wide, which carries off the surplus waters of the lake and regulates its depth. To the north of this spillway is the electric generating station which provides the Canal Zone with light and power.

Vessels proceed across the lake by a well defined ship-passage. Except where this has been dredged the leafless branches and stems of great trees project from the surface of the water, having been left to decay. Here and there, too, the summits of hills now appear as islands densely clothed with tropical vegetation, and one wonders what will be the ultimate fate of the fauna which sought these havens as the flood rose higher and higher.

Canal Villages, in the Canal Zone near the terminals and locks, contain quarters for the employees, and the necessary public buildings. Each principal village has its community clubhouse, commissary store, school, churches, dispensary for free medical service, restaurant, lodge halls, etc. All the industrial life is controlled by the Government, which has acquired the title to all land within the Zone. Only people connected with the operation and protection of the Canal live in the Canal Zone.

At Gatun the line leaves the Canal and turns east along Gatun Ridge, and then south again, crossing the Gatun valley by several embankments and a steel girder bridge with a movable span, to **Monte Lirio** (14.48 miles), after which it skirts the east shore of the Gatun Lake past Frijoles (20.92 miles) and Caimito (26.13 miles) to the Gaillard Cut, which begins at Bas Obispo.

The great **Gaillard** or **Culebra Cut** is the most striking feature of the canal. It is no fewer than nine miles long, and the total excavation which it involved was over 230,000,000 cubic yards, of which 20,419,720 were removed by the French.

This great cutting, affectionately known to the Canal employees as the " Big Ditch," is the wonder of the Canal. So immense is it, that during the construction period, one had, from above, to gaze at it for some minutes before the thousands of workers, the dirt trains and the steam shovels could be distinguished. To quote Mr. John Foster Fraser :

The Culebra Cut is not within the range of the comprehension of

the ordinary person. To delve through hills for nine miles ; cut a channel with an average depth of 120 feet, with a minimum width of 300 feet ; to slice through the continental divide, Gold Hill and Contractors' Hill separating the watersheds toward the Pacific and Atlantic ; remove a clear depth of 375 feet of hill ; haul away about 100 million cubic yards of rock and earth—nearly half the total excavations in the Canal construction—have the work constantly checked by thousands of tons of the hill-sides sliding into the Canal, bringing into the Cut streams which had been diverted, and threatening to flood the workers out : there is something dramatic, majestic and occasionally terrible in it all.

Originally known as the Culebra Cut it was, on April 17th, 1913, renamed by President Woodrow Wilson the Gaillard Cut, after Lieut.-Colonel D. D. Gaillard, of the Corps of Engineers, United States Army, who was in charge of the work from 1907 until its virtual completion in 1913.

To appreciate the immensity of the Cut one must past through it in a steamer and see the mighty precipices of Gold Hill and the famous **Cucaracha Slide** which threatened at one time to frustrate the work of the engineers and overwhelm the canal. It may be recalled that just prior to the passage of H.M.S. *Renown*, with the Prince of Wales on board, and her escort H.M.S. *Calcutta* through the Canal on March 30th, 1920, the channel was blocked for several hours by a huge boulder estimated to weigh fully 50 tons. To obviate such interruptions to traffic the work of removing the hill-side by hydraulic washing proceeds by night as well as day.

Leaving the Canal at Bas Obispo, the railway cuts through a ridge of solid rock behind Gold Hill, and eventually runs down the Pedro Miguel Valley to Paraiso. Here is the **Pedro Miguel** (popularly known as " Peter McGill ") **lock,** similar in construction to those at Gatun, which lowers vessels 30⅓ feet to the Miraflores Lake. This lake is formed by dams connecting the walls of the **Miraflores Locks** with the high ground on either side. The dam to the west is of earth, and is about 2,700 feet long, with a crest 15 feet above the level of the lake, while that to the east is formed of concrete (about 75,000 cubic yards) and is about 500 feet long. The Miraflores locks, two in number (and both duplicated), lower vessels 54⅔ feet to the level

H.M.S. *RENOWN* IN THE CULEBRA CUT, PANAMA CANAL

The Prince of Wales, en route to Australia, passed through in the *Renown* on March 30th, 1920

of the Pacific. The dam which kept the waters of the Pacific from these locks during the construction period was successfully blown up by dynamite in the presence of a large crowd of spectators on August 31st, 1913. About 37,000 lbs. of 45 and 60 per cent. dynamite were used, the charge being placed in 541 holes at an average depth of 30 feet. Said the *Canal Record:*

At the time of the explosion the water in the channel, south of the barrier, was nearly at low tide. The dynamite tore a gap in the dyke about 100 feet wide, but as the bottom of the gap was still at some height above the existing tide level, no water passed through. An 18 foot tide was predicted for Sunday, with its maximum at 3.12 P.M., so that before high tide, water was expected to flow over the gap in the dyke. This expectation was fulfilled a little earlier than was anticipated, for at 1.35 P.M. the water in the sea-level channel was nearly even with the top of the gap. At this moment a man with a shovel made a small trench across the dyke through which a small stream of water began to flow. This rapidly increased in size until forty minutes later an opening 30 feet wide had been made, through which a torrent of water poured in a 30 or 35 feet fall. The rush of water ate away the sides of the opening steadily, carrying large sections of the dyke, including trestle bents and other débris, into the pit. The increasing volume of water filled the pit rapidly, and at 3 o'clock, one hour and twenty-five minutes after the water first began to flow over, the level in the inside channel was that of the outside channel, while the gap had been widened to 400 feet or more.

From Paraiso the railway runs practically parallel with the canal to the terminals at Panama and Balboa.

To the end of the fiscal year 1921 (to July 1st, 1921), the total number of commercial ships which had passed through the Canal was 13,099. Their aggregate gross tonnage was 50,374,313 tons, their net tonnage 44,648,274 tons. The total of cargo which they carried was 50,463,496 tons. Of these ships, 4,766 were of United States register, 4,637 British, 901 Norwegian, 498 Chilean, 497 Japanese, and 402 Peruvian; the other 1,398 ships were of 25 different nationalities. The American ships were 36.4 per cent. of all, the British were 35.4 per cent. of the total.

Panama (population about 45,000), the capital of the Republic of Panama, was built during the governorship of Fernandez de Cordova after the destruction of the earlier city of the same name, which stood four miles to the west

and was destroyed by Henry Morgan, the buccaneer, in 1671. It stands on a rocky peninsula at the foot of the Ancon Hill (560 feet), which is recognised by geologists as being the cone of an extinct volcano. Since Panama gained her freedom from Colombia, the city has undergone many notable improvements, and the $10,000,000 paid by the United States for the lease of the Canal Zone has enabled the Government to erect several handsome buildings which give the city a very different appearance from that which it latterly presented under the old régime. The United States, who have control in sanitary matters, paved the streets and provided the city with a modern system of sanitation and water supply which is now maintained by, and at the expense of, the local Government.

The houses, which are built of stone and roofed with red tiles, rarely exceed two or three storeys in height, and the balconies with which they are provided emphasize the narrowness of the streets, which are remarkably picturesque. Opposite the railway station is the American suburb of Ancon, straggling round Ancon Hill, on which stands the immense mosquito-screened Tivoli Hotel, and other buildings similarly protected. It is here that the hospital established by the French in De Lesseps' time is situated, amid avenues of cabbage palms and grassy lawns, a feature of which is the abundance of a species of sensitive plant.

The main thoroughfare of Panama is the **Avenida Central,** which, starting in a curve, leads to the Plaza de la Independencia, as the old Cathedral Plaza is now called, and to the Malecon, or sea wall, beyond. A stroll down this street reveals the cosmopolitan nature of the city. The retail trade is seen to be largely in the hands of Chinamen. Tempted by the improved condition of affairs in the country, celestials began to arrive in such numbers that it was deemed necessary to impose a head tax of $250 on those arriving since 1904. This the newcomers pay willingly for the privilege of residing and carrying on trade in Panama. Here the West meets the East, and Spaniards, Italians, Frenchmen, and, indeed, representatives of every European country, and negroes, rub shoulders with Indians and Chinese.

The Avenida Central is now traversed by electric cars, which take one in a few minutes to the **Cathedral.** The chief features of this weather-worn building are the twin towers, the domes of which are encased in mother-of-pearl, said to have been brought across the Isthmus from the pearl fisheries of Margarita. The Cathedral was built at the expense of a negro who was the son of a poor charcoal burner and rose to the position of Bishop of Panama. The building took eighty-eight years to complete.

Other churches worthy of inspection are those of **San Felipe Neri,** which has an arch dated 1688, and stands near the Plaza Bolivar; **San Francisco,** in that Plaza, completed in 1740; **San José,** and **Santa Ana,** which has a handsome altar service of hammered silver. A visit should also be paid to the historic "flat arch" of **Santo Domingo,** a church which was destroyed by fire in 1737. Only part of the walls and the arch now remain. This church was built by the Dominican Monks, who experienced great difficulty in designing and building a suitable support for the organ loft. Arch after arch was built; but each one collapsed. Then one of the monks happened to have a dream in which a perfect arch was revealed to him. On awakening next morning, he at once made a plan of this arch, which was duly constructed by the worthy monks. When the supports were about to be withdrawn, the monk, with folded arms, stood below the arch to show his confidence in its stability, and from that day to this it has remained in position, and has braved earthquakes, fire, and the scepticism of architects. This story recalls the courage of Sir Christopher Wren, who, yielding to the importunities of the Town Councillors of Windsor, added extra columns to their Town Hall, which he had designed. They declared that otherwise the floor would collapse; so Wren erected the columns. But he purposely made them too short, and to this day the floor stands as he made it, and there is a space between it and the columns.

Facing the Cathedral are several public buildings, and the **Episcopal Palace** and old **Government Palace.** Among the new buildings one of the most noteworthy in the neighbourhood is the handsome **Palacio Municipal** or City Hall.

At the lower end of the Avenida is a substantial group of **Government Buildings,** at the back of which is the handsome **Teatro Nacional.** This is certainly one of the finest buildings of the kind in this part of the world. The palatial **Union Club,** where the Prince of Wales was entertained at a Ball on March 31st, 1920, overlooks the harbour and bay.

The **Malecon** or sea wall is a popular and fashionable promenade. To the west of it is another Malecon—that of **Las Bovedas,** under which are the old prisons. The view from these sea walls of the Pacific—which, strange as it may seem to some expectant tourists, does not differ in appearance from the Atlantic—is very attractive. The islands in the bay are those of Naos, Flamenco and Culebra, which have now been fortified by the United States, and Perico and the larger island of Taboga, which can be visited. These islands are believed to have been the outlets of the prehistoric volcano whose principal cone was Ancon Hill.

Those interested in educational matters should not fail to inspect the **Instituto Nacional,** Panama's University, which was opened in 1911. It occupies a palatial group of buildings at the foot of Ancon Hill.

Among the excursions that can be made from Panama is the drive to **Old Panama,** which can be reached by motor-car (enquiries should be made at the hotel) by a fair driving road in about half-an-hour. In recent years the local Government have cleared the ruins to some extent, and the tower of the church and other remains can be seen without discomfort. The city was founded in 1519 by Pedro Arias de Avila, and was granted a charter two years later Being the entrepôt of the trade with Peru, it soon became very wealthy. Here the treasure was transferred to mule-back, to be carried across the Isthmus to Cruces, whence it was conveyed to the fortified port of Chagres by boat, or to Porto Bello by the high road. The town was frequently attacked by pirates and buccaneers, and in 1519 it was sacked and completely destroyed by Henry Morgan.

Morgan, after capturing the castle of Chagres, marched across the Isthmus with a force of 1,200 men. After nine days of intense suffering through want of food, they sighted

the Pacific Ocean and the object of their walk. Then, to quote Esquemeling:

> A little while after they came the first time within sight of the highest steeple of Panama. This steeple they no sooner had discovered than they began to show signs of extreme joy, casting up their hats into the air, leaping for mirth, and shouting, even just as if they had already obtained the victory and entire accomplishment of their designs. All their trumpets were sounded and every drum beaten, in token of this universal acclamation and huge alacrity of their minds.

Fifty Spanish horsemen soon came out of the city "preceded by a trumpet that sounded marvellously well," and threatened the buccaneers, saying "*Perros! nos veremos*" (Ye dogs, we shall meet thee), and immediately afterwards the city opened fire. On the following day the Governor of Panama extended in battle array his forces, which consisted of "two squadrons, four regiments of foot, and a huge number of wild bulls, which were driven by a great number of Indians with some negroes and others to help them." Fortunately the wild bulls were scared by the noise and did little harm. At the end of two hours, most of the Spanish horsemen were killed and the remainder fled. The Spanish losses comprised no fewer than six hundred dead besides wounded and prisoners. After resting awhile, the buccaneers marched courageously towards the city, which the Spaniards stubbornly defended with their "great guns, at several quarters thereof, some of which were charged with small pieces of iron, and others with musket-bullets," and after three hours combat they were compelled to deliver up the city, which was set on fire and destroyed. The city had at this period eight monasteries, two stately churches, and a hospital. "The churches and monasteries were all richly adorned with altar-pieces and paintings, huge quantity (*sic*) of gold and silver, with other precious things." The houses, which were built of cedar, numbered 2,000. The fire lasted for four weeks, but before it was extinguished the pirates decamped.

Scrambling among the ruins of houses, bridges, walls and the Cathedral, one can appreciate from the substantial

nature of their fabric that Old Panama was once a city of consequence. By the sea shore on which egrets now sun themselves is a small posada where light refreshments can be obtained.

If time permits, a visit may be made to the wharves at **Balboa,** the Pacific entrance to the Panama Canal, which lies behind Ancon Hill, two miles to the west of Panama. Formerly known as La Boca, the place was renamed in honour of Vasco Nuñez de Balboa, the discoverer of the Pacific. Here have been constructed dry docks, repair shops, etc., for vessels using the canal.

Balboa is perfectly laid out, with broad driveways, and many open spaces, the most notable of which is the Prado. The houses are built of reinforced concrete, and the very handsome Administration Building on the top of a grass covered hill, and approached by three broad flights of steps on one side, and a sloping motor road on the other, shows what noble structures can be made with that material. Roads, houses and offices are all scrupulously clean, and make an Englishman ashamed of the mean and squalid appearance of so many towns in the British West Indies.

Chapter XIX.

SOME WEST INDIAN INDUSTRIES.

Sugar : Rum : Cocoa : Bananas : Cotton : Balata : Petroleum.

The Production of Sugar is the principal staple industry of the West Indies. The sugar-cane, which was well known to the ancients in the East, was first introduced into the New World by the Spaniards, who were made acquainted with it through the Moors. As far back as 1578 there were no fewer than twenty-eight sugar works in operation in Cuba, and the cultivation of the sugar-cane spread rapidly to the other islands as soon as they were settled.

The Abolition of Slavery. The first of a series of troubles that the industry had to face in the British colonies was the abolition of the slave trade in 1807, which was followed by that of slavery in 1834. The value of the estates and slaves was then estimated at £219,000,000 ; and though compensation to the extent of £16,640,000 was granted to slave owners, this sum proved quite inadequate to make good the loss suffered. Slavery continued in Cuba and elsewhere for many years later, but a prohibitive tariff was imposed in the United Kingdom against slave-grown sugar, and thus for a time British planters were enabled to enjoy fair play. In 1846, however, the differential duty was lowered ; and a few years later, the sugar duties being equalised, slave-grown sugar was admitted into the United Kingdom on the same terms as free-grown sugar, with results which were disastrous to the British sugar producers.

The Sugar Bounties. No sooner was slavery abolished in Cuba in 1886, than another serious trouble had to be faced. The beet-root sugar industry on the Continent, encouraged by Napoleon Bonaparte, was increasing by rapid strides under a pernicious system of bounties which enabled the foreigner to undersell the British producer in his own markets. These bounties varied from about £1 to nearly £5 per ton, and exercised a blighting effect on the West Indian sugar industry, many planters being unable, in consequence of them, to raise the necessary capital to permit them to keep pace with the times and improve their appliances. In 1897–98 these bounties were supplemented by cartel bounties in Germany and Austria, which drove the price of sugar in Great Britain far below the cost of production. Owing to the existence of protective tariffs, cartels or trusts, which consisted of sugar pro-

ducers and manufacturers, were able to charge the home consumer such a high price for his sugar that they were able to export or "dump" the balance of their output at a loss and yet realise a substantial profit from the transaction as a whole.

The Brussels Convention. For over a quarter of a century an active campaign was carried on against bounties. In 1897 the United States imposed countervailing duties on bounty-fed sugar, and India followed suit in 1899, but the British Government declined to take similar action, though the continental bounties were condemned by British statesmen of every shade of political opinion. Several international conferences were held to discuss the matter, but each one proved abortive until 1902. On March 5th in that year, at a conference at Brussels, a Convention was signed by the principal sugar-producing Powers, and subsequently ratified by them, by which they agreed to abolish bounties from September 1st, 1903, and to render the existence of cartels impossible by limiting the difference between the customs and excise duties. A Penal Clause in this Convention provided that the High Contracting States should impose a countervailing duty on, or prohibit the importation into their territories of, sugars from countries which granted bounties either on production or export. Equality of opportunity in British markets was thus once more restored, and as a result considerable developments took place in the British West Indian sugar industry. It was agreed that the Convention should remain in force for five years and thenceforward from year to year, but the right was reserved to each of the Contracting States of withdrawing on notifying such intention twelve months before the expiration of the Convention.

It was generally believed that in view of pre-election pledges the Liberal Government which came into power in 1906 would denounce the agreement, and on June 6th, 1907, Sir Edward Grey announced that he had intimated to the Contracting States that prohibition or the imposition of countervailing duties was inconsistent with the declared policy of the British Government, and that they could not therefore continue to give effect to the provisions requiring them to penalise bounty-fed sugar. He added that they had no desire to give sugar bounties or to see the revival of such bounties, and should the governments of the Contracting States consider that these views could only be met by the complete withdrawal of Great Britain from the Convention they would be prepared to give the necessary notice on the first possible date. He intimated, however, that if the other Contracting States preferred to exempt the United Kingdom by Supplementary Protocol from the obligation to enforce the penal provisions of the Convention, this would render it unnecessary to give notice of withdrawal.

Thence forward the attention of the sugar-producing world was concentrated upon Brussels, where the Permanent International Sugar Commission, established under the Convention, sat to consider this proposition. Inasmuch as Russia was the only bounty-giving Power of any consequence outside the Convention, it became

apparent from the first that the solution of the difficulty would lie in the adhesion of Russia, and in the direction of securing this the negotiations proceeded. Before the close of 1907 it was announced that Russia had agreed to adhere to the Convention, subject to the understanding that she might maintain her fiscal and customs system, but should not increase the advantage to the producers in the maximum price fixed for sale on the home market. She engaged, moreover, not to export more than one million tons of sugar during the six years 1907–1913. An Additional Act to the Convention releasing Great Britain from the obligations under the penal clause, and a Protocol dealing with the adhesion of Russia, were signed by all the Contracting States and a menace to our colonies was thus averted.

In 1911 there occurred a rise in price of sugar owing to a shortage of 1,700,000 tons in the beet crop in Europe, and on November 21st Sir Edward Grey intimated that unless Russia were allowed to export at least 500,000 tons of sugar (bounty-fed) westward during the season then current, His Majesty's Government would withdraw from the Convention in September, 1913. The International Sugar Commission met at Brussels, and after negotiations, a Protocol was signed on March 17th, 1912, by all the High Contracting States with the exception of Great Britain, providing for the prolongation of the Convention to 1918, subject to Russia being permitted to export 250,000 tons more sugar between 1911–12 and 1913–14. Under this Protocol, which was subsequently ratified, the High Contracting States undertook not to exercise the right granted to them by the Convention of 1902 of denouncing that agreement by giving notice before September 1st, 1913.

On August 1st, 1912, Mr. Sydney Buxton announced in the House of Commons that the Government had decided to withdraw from the Sugar Convention as from September 1st, 1913. The other principal Powers having decided to continue the Convention themselves, the only results of the Government's action was that (1) Great Britain lost her right to be represented on the International Sugar Commission at Brussels, and (2) regained the right of granting a preference in the United Kingdom to British colonial sugar as against sugar from the contracting States, which she had renounced by the final Protocol of the Convention of 1902.

The Convention was denounced by France in 1917, and in 1918, the British Government gave formal notice of the withdrawal of their pledge not to give a tariff preference to Colonial sugar. Since 1919, a preference of one-sixth off the duty has been given to British sugar imported into the United Kingdom.

Reciprocity with Canada. By the Dominion Tariff Act of 1897, which came into force on August 1st of the following year, a preference of 25 per cent. was given to raw sugar from the British West Indies and to certain other British produce entering Canada. From July 1st, 1900, this was increased to 33⅓ per cent. and extended to refined sugar of British growth and manufacture, and on April 1st, 1907, by the Tariff Act of the preceding year, changes were made

which had the effect of raising the preference to 37½ per cent. Until the bounties were abolished British West Indian sugar found a better market in the United States, whose Government imposed a countervailing duty on bounty-fed sugar, but after the abolition of bounties and consequent upon the United States giving a preference to Cuban sugar and becoming more and more self-supporting in regard to sugar supplies, British West Indian sugar began to go to Canada in increasing quantities. The value of the preference was, however, reduced by the permission given to the refiners in 1907, of importing at the preferential rates for a certain period two tons, and later one ton, of beet for every ton of Canadian beet they refined, and the further privilege given them in 1909 of importing foreign sugar to the extent of 20 per cent. of their requirements at British preferential rates, it being alleged that British West Indian producers were combining to raise prices to the refiners. Since 1904 British-produced molasses entering Canada has been duty free.

In 1909 a Royal Commission was appointed to inquire into the question of closer trade between Canada and the West Indies, and as the outcome of its report a conference between representatives of each of the West Indian colonies (the Bahamas, British Honduras, Jamaica, and Grenada excepted) and the Dominion of Canada met in Ottawa, on March 29th, 1912, under the chairmanship of the Hon. (now Sir) George E. Foster, Minister of Trade and Commerce of the Dominion, and on April 9th an agreement was signed, providing for the establishment of a reciprocal trade arrangement between the British West Indies and Canada for a period of ten years. The basis of this arrangement was a mutual preference of 20 per cent. on the chief products of the countries concerned, with a minumum preference on flour in favour of Canada of 12 cents per 100 lbs., and the following preference on sugar in favour of the West Indies : on raw sugar not above No. 16 Dutch standard* in colour, and molasses setting over 56 degrees and not over 75 degrees by the polariscope, not at any time less than 4½ cents per 100 lbs., and for each additional degree over 75 degrees not less than ½ cent per 100 lbs. By the terms of the agreement it was further provided that the privilege given to the Canadian sugar refiners of importing 20 per cent. of their requirements from foreign sources on the terms of the British preferential tariff should be repealed, and that of importing on preferential terms an equal quantity of sugar to that produced by Canadian beetroot should not be renewed when it expired in 1914. Grenada joined the agreement in 1913.

* The Dutch Standard consist of a series of sealed bottles containing sugar of various colours from white to almost black and numbered 1 to 32. The "D.S." as it is called is regarded in the sugar world as an anachronism, its place having been taken by the polariscope which defines the saccharine content of sugar scientifically; but it is still used in Canada for the protection of the refiners, sugar lighter than 16 D.S. being subject to a prohibitive Custom's duty

Following a further conference at Ottawa, at which all the West Indian colonies were represented and also Bermuda, a fresh agreement was signed on June 18th, 1920, and came into force in May in the following year. Under it Canada gives the British West Indian colonies a tariff preference of 50 per cent. on all dutiable articles, and is guaranteed a preference of 50 per cent. in Barbados, British Guiana and Trinidad ; 33⅓ per cent. in British Honduras, the Leeward Islands and the Windward Islands ; 25 per cent. in Jamaica and 10 per cent. in the Bahamas, which voluntarily increased the amount to 25 per cent. The West Indian staples and Canadian flour, spirits, wine and beer were dealt with specifically, Canada guaranteeing a preference varying according to the degrees of polarisation from 46.080 cents per 100 lbs. on sugar not exceeding 76°, to 96 cents. on sugar exceeding 98°.

West Indian Sugar Crops. The average annual output of sugar from the West Indies in tons of 2,240 lbs. each is approximately as follows :

Cuba . .	3,900,000	Martinique .	25,000
Porto Rico .	420,000	Guadeloupe .	25,000
Santo Domingo	250,000	Antigua . .	15,000
British Guiana	100,000	St. Kitts .	10,000
Trinidad .	55,000	St. Lucia .	1,500
Jamaica .	42,000	Virgin Is. of U.S.A.	5,000
Barbados .	40,000	Haiti . .	5,000

Sugar Manufacture. There are two principal forms of sugar manufacture in the West Indies—the antiquated muscovado process, which yields the old-fashioned brown sugars of childhood's days ; and the vacuum-pan process, which produces the familiar yellow " Demerara crystals " (or West India crystallised), grey sugar for refining purposes, and plantation white sugar.

As every tourist will doubtless visit one or more sugar factories during his stay in the West Indies, the following brief outline of these two methods of manufacture may be of interest. To begin with, the sugar-canes are grown from cuttings of the mature canes. These take from twelve to eighteen months to reach maturity. They are then cut down by field labourers with cutlasses, trimmed, and conveyed to the mill, which consists, in the case of the small muscovado factories, of three rollers, the power being supplied either by windmill, the old-fashioned beam-engine, or a horizontal steam-engine. The dirty, greenish-coloured juice which is then expressed is heated up to the desired temperature, and passes into a tank called a clarifier, where it is mixed with a certain amount of lime. By this means the impurities are separated from it. The clarified juice then flows down to the " copper wall," which consists of a series of three or more large open copper tanks, called " tayches," in which the process of evaporating the liquor takes place, the juice being boiled in these tayches, by a fire which is kindled under them and kept going with the megass or crushed cane, which is dried in

the sun and used as fuel. The juice is ladled by dippers from the first tayche to the second, and so on to the third, in which the process of evaporation is generally concluded, though in some cases an extra pan heated by steam, known as the Aspinall pan, is used for completing the process. When the juice reaches a sufficient density it is ladled out and poured into large square boxes called coolers, in which it is allowed to crystallise. As soon as it becomes sufficiently solid it is dug out and put into large wooden casks called hogsheads, with perforated bottoms, which are placed on " rangers " or rafters, on the floor of what is known as the stanchion-room. Here it is left for two or three weeks and allowed to drain, the uncrystallised sugar or molasses running out through holes guarded with plantain stalks into the tank below. After this period the cask is headed up, and the sugar is then ready for shipment. There are many different qualities of this muscovado sugar, the best being the lighter kinds, while the sugar from the bottom of the casks commands a lower price, and is termed " foots." This process has lately become rare, and muscovado sugar is now usually dried in centrifugals (*see* below) and shipped in bags.

The vacuum-pan process of sugar manufacture, which can be seen in British Guiana and all the larger West Indian islands, is altogether more elaborate. Without entering too closely into technical details which might confuse the reader, one may describe its main characteristics as follows: As soon as the canes are cut they are conveyed to the factory, in punts in British Guiana (where the conditions of the front lands closely resemble those of the Netherlands), and by light railways or carts in the islands. They are then weighed, lifted out by machinery, and placed on the cane-carrier, an endless belt which conveys them direct to the mill. Here they are crushed by means of a succession of rollers, in some cases there being as many as four sets, which form with crushers a fourteen-roller mill. The megass or crushed cane is removed on another carrier direct to the furnaces for which it is used as fuel, the furnaces being specially made to burn green megass, thus obviating the necessity of drying it in the sun. The juice is then pumped up into clarifying tanks, in which it is treated in the same manner as is described above. The pure liquor is next drawn through pipes into the triple or quadruple effect, an apparatus for economical evaporation consisting of a series of closed vessels, in which the juice is boiled to concentrate or thicken it. The object of the triple or quadruple effect is to save steam, and consequently fuel. By producing successively lower boiling-points in the several vessels through reducing the air pressure in them, the vapour from the juice in the first when heated by steam is made to boil the juice in the second, and that from the second the juice in the third, to which a vacuum pump is attached. The syrup, as the juice is now called, is then transferred to the vacuum pan, in which it is boiled at a low temperature until granulation sets in, this process being watched through a small glass window, and the progress of crystallisation being tested by a " proof stick," which is inserted into the pan

through valves and withdraws a sample of the liquor. The vacuum pan is then " struck " or tapped at the bottom, the contents, now called " massecuite," being transferred to the centrifugals,—large drums with perforated or mesh sides, which are made to revolve some 1,200 times to the minute. The result of this operation is that the molasses is driven out of the drums by centrifugal force, leaving the sugar behind, which is mixed to secure uniformity of grade and colour, packed in bags, and is then ready for shipment. The molasses, which is not such a valuable commodity as muscovado molasses, is then reboiled, and made into inferior grades of sugar, called second and third sugars, or, if prices favour it, is used to make rum, in the manner described below, or a cattle-food known as Molascuit. This commodity, patented by Mr. George Hughes, consists of the interior or cellulose fibre of the sugar-cane finely screened and then blended with cane molasses. In most parts of the West Indies rum is a secondary product to sugar, but on some estates in Jamaica the sugar-canes are grown principally for the purpose of making that spirit.

THE RUM INDUSTRY. The term rum is said to be derived from " Saccharum." In the old days before it received its present designation it was styled " Kill-devil." About the middle of the seventeenth century it was first called " Rumbullion," an old Devonshire term for uproar or rumpus. An old West Indian work says, " The chiefe fudling they make in the island is Rumbullion, *alias*, kill-devil, and this is made of suggar-canes distilled, a hott, hellish, and terrible liquor." Rum was defined by the compiler of the Pocket Guide as " a spirit distilled direct from sugar-cane products in sugar-cane growing countries," and this definition was accepted by the Royal Commission on Whiskey and Other Potable Spirits in 1909. The method of manufacture is roughly as follows : Molasses, skimmings, etc., are mixed with water, sulphuric acid, and in British Guiana ammonia also, and this " wash," as it is then called, is allowed to stand in large wooden vats, in which it ferments. In British Guiana this process requires about two days, and in Jamaica a week and upwards. When the fermentation ceases and the wash has settled, it is transferred to the " still," a copper vessel preferably heated by fire underneath. The spirit is boiled off from the wash, and, after being rectified in a vessel containing vertical tubes surrounded with water, is condensed in a spiral tube cooled with running water. In some cases a " Coffey " still is used. This is a vertical still consisting of two columns of considerable height, with an internal arrangement of alternate shelves. The wash is introduced at the top of the first, and drops from shelf to shelf until it reaches the bottom, meeting on its way down a current of steam, while the vapour from it passes to the bottom of the second column, where it is rectified by the cold wash passing through it in tubes, and condensed in the upper part. The process is continuous, and the separation is so complete that the hot spirit constantly passes off to the cooler from near the top of the second, while the waste liquor runs off at the bottom of the first. As it

comes from the still the spirit is colourless, but prior to shipment it is coloured to meet the market requirements with burnt sugar or molasses. The finest rum in the world is produced in Jamaica. Its dietetic value, especially when mixed with milk, is so well known that it needs no special encomium in these pages. The average annual export of rum from Jamaica is 1,300,000 gallons; from the other West Indian islands, 200,000 gallons; and from British Guiana, 2,500,000 gallons, but, owing to the reduced demand due to the high spirit duties in the United Kingdom, production has lately been restricted.

THE COCOA INDUSTRY. The Spaniards were not only responsible for introducing sugar into the West Indies, but also cocoa, or cacao to give the product its strictly correct name. The original home of this plant was probably in South America, and cacao is even now found in its wild state on the banks of the upper Amazon and in the interior of Ecuador. The Spaniards left behind them well-established cacao plantations—or cacao walks, as they were then called—in Jamaica, and the cultivation of the plant spread rapidly to the other islands. At the present time the cacao industry has reached such dimensions in Trinidad that it is more important in that island than sugar, while in Grenada it has ousted sugar almost entirely, only sufficient of the latter commodity being now grown there to meet local requirements. In Jamaica, St. Lucia, and Tobago its cultivation is extending very rapidly. The average annual exports of cacao from the West Indies are now approximately as follows: Trinidad 26,000 tons, Santo Domingo 21,000 tons, Grenada 6,000 tons, Haiti 3,500 tons, Jamaica 3,500 tons, Cuba 1,600 tons, St. Lucia, 1,000 tons, and Dominica 600 tons.

The cacao plant (called by Linnæus *Theobroma*, the food of the gods) is an evergreen which grows to the height of 15 to 30 feet, with bright-pointed leaves from 8 to 20 inches long. The flowers and fruit, which it bears at all seasons of the year, grow off the trunk and the thickest part of the branches with stalks only an inch in length. The fruit is a large five-celled pod from 7 to 9½ inches in length and 3 to 4 in breadth, the colour varying from bright yellow to red and purple. Cacao plants in suitable positions begin to bear fruit in about the third or fourth year after they are planted; but to strengthen the tree the flowers are cut off for the first few years, and as a general rule a cacao plantation does not begin to bear to any appreciable extent until its fifth year, the yield increasing gradually until its twelfth year. On some estates there are trees a hundred years old still producing, though on a reduced scale, the finest cacao. The principal crop begins in October and November, and continues till the end of April, while there is a smaller crop in June. The ripe pods are gathered with cutlasses and piled in heaps. These pods, which contain about 1¼ ozs. of dried beans, are then broken and the beans are collected in baskets and removed to the "sweating" house, where the pulp which surrounds them is removed by the process of sweating or fermentation. The beans are packed closely together in boxes and covered

with plantain leaves, and left for four days or a week, being, however, occasionally "turned over" during that time. Fermentation takes place, and the beans are then spread out on large flat trays called "barbecues" or "boucans." On these trays they are danced," that is to say, the black labourers dance or trample on them in order to remove the dry pulp, and the beans are then dried in the sun. The boucans have sliding roofs, which are closed over them when, as is often the case in the middle of the day, the sun is too powerful, or when it comes on to rain. In some cases artificial drying apparatus is used. When the cacao is quite dry or "cured," it is shipped in bags, each bag containing roughly 1½ cwt.

THE BANANA INDUSTRY. The only British West Indian colonies from which bananas are now exported on a commercial scale are Jamaica and British Honduras. In Jamaica the industry has assumed enormous proportions, no fewer than 16,000,000 bunches having been exported in a year. The bulk of them go to the United States, and the development of the trade has been almost entirely due to American enterprise and capital. Many years ago the late Captain Baker, commander of a schooner trading between Jamaica and America, was in the habit of taking back to his native town a few bunches of bananas. He found that they stood the journey so well, and were so much appreciated by his friends, that he decided to extend a business in this direction; and from such small beginnings has arisen the United Fruit Company, with its large fleet of steamers, one or more of which sail from Jamaica nearly every day to American ports with a full complement of bananas.

The industry received an impetus in 1900, when the Imperial Direct West India Mail Service Company was formed and granted a subsidy of £40,000 per annum for ten years to buy and carry 5,000 bunches of bananas every week from Jamaica to the United Kingdom. At first grave doubts were expressed as to whether it would be possible to bring the fruit successfully and in good condition to Avonmouth, Bristol, the terminal point, but Sir Alfred Jones, the originator of the enterprise, overcame all obstacles and from the first the quantity of fruit lost on each voyage was infinitesimal. An increasing demand for Jamaica bananas in the United Kingdom has developed with surprising rapidity, and a company known as Messrs. Elders and Fyffes now have no fewer than twenty vessels bringing fruit to England from Jamaica and Central and South America as fast as it can be carried.

The Jamaica banana, which is the variety known as the *Gros Michel*, is cut when it is about three-quarters full, and consequently tourists must not expect to see the fruit of the familiar yellow colour growing on the trees in Jamaica, but quite green. The smaller Canary banana (*Musa Cavendishii*) was exported for some years successfully from Barbados but the industry has been suspended owing to the lack of shipping facilities. The two kinds of bananas were existing in the West Indies when Père Labat visited the islands in 1696. The larger species was known as the "bananier" and the small as the "figuier." He tasted both, but

preferred the latter, which he described as "amie de la poitrine." Unlike the Jamaica variety, which grows to a height of 20 feet, the Barbados banana-tree does not exceed 10 or 12 feet.

The banana-tree, it may be explained, is cultivated from suckers which spring from the root when the tree is cut down and the fruit gathered. The tree, which only carries one bunch, takes about twelve months to reach the stage at which the fruit is fit to be gathered for markets across the sea. The bunches before they are shipped are checked as to size, a full-sized or "straight" bunch having at least nine hands, or groups of from fifteen to twenty "fingers" each, on it, and these of course fetch the highest price. Bunches of bananas, when mature, weigh 40 to 60 lbs. each, and it is surprising to see how easily the black women pick them up and carry them on board ship on their heads, though it must be admitted that after earning a living wage the labourers appear to find their task irksome and require a considerable amount of encouragement.

THE COTTON INDUSTRY. About a century ago the West Indies were the chief source of Great Britain's cotton supply; but cultivation extended rapidly in America, and prices fell to such a low level that the West Indian planters found it more profitable to turn their attention to sugar and other crops, and Carriacou, a dependency of Grenada, was the only island which continued to produce it. In 1901 a serious shortage in the American cotton crop was followed by wild speculation, and prices rose very rapidly. There was a serious cotton famine in Lancashire, and the British Cotton Growing Association was formed in Manchester to promote the growth of cotton in British dominions and consequently to render Great Britain less dependent on foreign countries for its cotton supply. To the credit of the West Indian planters be it said, they very readily experimented with cotton seed imported from the United States, and, with the help of the Imperial Department of Agriculture, the cotton industry has been successfully re-established in Barbados, St. Vincent, Antigua, St. Kitts, Nevis, and Montserrat, to the soil and climate of which the Sea Island variety—a native of the first-mentioned island, as its name, *Gossypium barbadense*, implies—seems to be particularly well adapted. This cotton differs from the upland cotton, which forms the bulk of the crop produced in America, in that it has a longer fibre or staple and is used for a different purpose, such as making Brussels lace, chiffon, and other delicate fabrics, as well as fine gloves, handkerchiefs, and sewing-cotton. Moreover, it commands a much higher price, namely, 12*d*. to 40*d*. per lb., as compared with 5*d*. to 6*d*. for ordinary cotton.

While it is not possible that the West Indian cotton industry can prove the salvation of Lancashire, which must depend on a steady supply of cheaper cotton, the West Indies should at least be able to supply as much Sea Island cotton—for which the demand is somewhat limited—as may be required. It is hoped that some day a cheaper variety may be found suitable for British Guiana and that of the undeveloped hinterland of the "Magnificent Pro

ince" may help to supply the raw material for the Lancashire oms. It is estimated that there are from 15,000 to 20,000 acres nder cotton cultivation in the West Indies, the quantity of lint xported being approximately 6,000 bales annually. There is still, owever, room for a considerable extension of production.

Cotton is planted in August and September, just before the rains, n order that dry weather may be obtained during the period in hich the crop is picked. It is best planted 20 inches apart, in ows which are 5 feet apart, four seeds being planted in each hole, lbs. of seed per acre being thus used. As soon as the plants are fortnight old, the weakest ones are pulled out, leaving the two rongest in each hole, and a fortnight later the weaker of the two maining plants is removed. This is the critical period, as heavy ains or high winds may damage, if not ruin, the crop. The picking conducted by men, women, and children, and expert labourers e able to pick about 100 lbs. of seed-cotton per day. They hold ne boll firmly with the left hand and remove the seed-cotton with ne right, the price usually paid for this operation being $\frac{1}{4}d.$ to $\frac{1}{2}d.$ er lb. gathered. The cotton is then sunned until it is thoroughly ry, any that is stained—and immature bolls—being removed, and ny cotton which has fallen to the ground and got mixed with arth or sand is "whipped," a process which consists in striking undfuls of seed-cotton with a whipping motion on wire netting. he seed-cotton is then conveyed to the ginnery.

The first ginnery to be erected since the reintroduction of the tton industry was established in St. Vincent in 1901, and now there e ginneries in each of the principal cotton-growing islands. The nning factories usually contain three storeys. On entering the ctory the cotton is weighed and hoisted to the top floor or cotton ft. In this the cotton is temporarily stored and spread out to y; it is then passed to the gins in the second storey by means of oots passing through the floor, directly over the gins. The bourers at work in the loft, filling the shoots, have also to pick t any motes or discoloured cotton that may have escaped the ckers and assorters. As soon as the gins are started, the feeders ke the cotton from the shoots through a small hinged door, which n easily be shut in case of fire. On the seed-cotton being fed to e gins, the lint is separated from the seed. The former passes er a leather roller and drops on to an endless conveyor, while the ed falls through the grids on to an inclined plane, and passes rough the floor to the lowest storey. While the lint is on the nveyor, any motes or other impurities are watched for and picked t. From the conveyor the lint is taken to the baling-room, where is baled under pressure. It is then ready for shipment. In the west room the seed is stored for planting the next season's crop, r feeding the animals, or for making manure.

THE BALATA INDUSTRY. A flourishing balata industry ists in British Guiana. This product is a gutta-percha-like bstance which is tapped from a forest tree known as the Bullet e or *Mimusops globosa*. It is used for insulating purposes, and

also in the manufacture of belting and boots and shoes. Expeditions start periodically to the interior to collect the substance. The tapping of balata trees is done with the cutlass, incisions being made not more than 1½ inches wide, about 10 inches apart, in a "feather-stitch" pattern up the trunks of the trees. The latex runs in zig-zags from cut to cut into a calabash at the base of the tree. The latex is collected from the calabashes into gourds (goobees) and then it is taken to the camp, where it is poured into shallow trays (dabrees) that hold from five to thirty gallons. The latex coagulates in these trays and the balata is taken off in sheets, dried and despatched to town for transhipment. The labourers are paid by results according to the amount of balata collected.

THE PETROLEUM INDUSTRY. As far as the West Indian islands are concerned this is practically confined to Trinidad though there is a refinery in Curaçao and drilling is in progress in Barbados. As far back as 1807, Dr. Nicholas Nugent noticed the resemblance between part of Trinidad and the country bordering on the Gulf of Taman in Crim Tartary, where "springs of naptha and petroleum equally abound."

The earliest attempt to obtain oil in the island was made by the Merrimac Company, which experimented with the production of it from asphalt by a process of distillation in 1856–7; but this did not prove a success. Then the Trinidad Petroleum Company was formed in London with a capital of £150,000, and drilling was started at La Brea in the 'sixties. Oil was struck, but competition with the new oilfields in the United States proved too formidable and this, coupled with other causes, compelled the company to go into liquidation. The next attempt to win oil was made in 1866 when a civil engineer, named Walter Darwent, proceeded to Trinidad and started boring at San Fernando and Aripero. Mr. Darwent struck oil but had not achieved much success when he died in the island in 1868.

For some years nothing more was done, but in the 'seventies a hunter brought a sample of oil to the then Warden of Mayaro alleging that he had found quantities of it in the forest. The sample was sent to the Governor, who forwarded it to the Secretary of State for the Colonies; and in due course it was submitted to an expert. The quality of it was so superfine that the expert declined to believe that it was crude petroleum, and declared that it was artificial. In spite of this discovery of oil, no one could be induced to credit the possibility of the establishment of a local petroleum industry, much less invest money in attempts to recover oil. There was, however, one exception, Mr, Randolph Rust, a man of irrepressible energy and optimism, who constituted himself a missionary of the reputed oilfields. In spite of discouragement, which he met with on every side, and in spite, too, of ridicule, he was determined to prove the existence of oil in paying quantities, and in partnership with Mr. Lee Lum, he brought oil-drilling machinery into Trinidad and started boring at Aripero. In 1901 oil was successfully struck there, and in the following year Canadian support was enlisted, and

oring operations were conducted with success at Guayaguayare, the south-east corner of the island, by the Oil Exploration Company of Canada. The concession, which consisted of 23,481 acres Guayaguayare and 500 acres in the south-west of the island, and as granted in 1907 for twenty-one years upon payment of 10 per nt. royalty to the Trinidad Government, was subsequently cquired by the General Petroleum Properties of Trinidad, Ltd., company with a capital of £300,000 which has since disposed of ie property to Trinidad Leaseholds Ltd., a company whose prent principal sphere of activity is at Fyzabad. (*See* page 138).

The present Earl of Dundonald was also an oil pioneer. In 907 a new Trinidad Petroleum Company started to bore on land wned by him and Dr. de Wolf near the Pitch Lake, with so great measure of success that they were very soon able to dispose the venture to the Trinidad Oilfields, Ltd., a company which was ccessfully floated in 1910, advantage being taken of a slight boom the London oil share market. The capital consisted of £300,000 £1 shares and 175,000 shares which were offered were considerably er-subscribed. This successful flotation was the signal for the art of the regular boom in oil-bearing lands and licences in Trinidad. ithin a year, companies with a nominal capital of upwards of ,500,000 were formed.

Meanwhile development work steadily proceeded, and in addition the Canadian and the English companies above referred to, the ncessionaires of the Pitch Lake were themselves boring for oil der the name of the Trinidad Lake Petroleum Company, Ltd., d meeting with very favourable results.

On April 29th a small party of guests visited Brighton, Trinidad, the invitation of the Trinidad Lake Petroleum Company, Ltd., d witnessed the inauguration of the local petroleum industry by e Governor, Sir George Le Hunte, who, with due formality, turned e tap at the extremity of the pipe-line belonging to that company, d allowed the first Trinidad petroleum to be shipped on a comercial basis to flow into the tank steamer *Prudentia*, which, on e following day, sailed with a cargo of 3,800 tons of crude oil for erth Amboy, New Jersey.

There are now over twenty companies actually engaged in boring oil in the island whose output of oil in 1921 reached 82,395,595 perial gallons.

Some particulars of the **Arrowroot** industry will be found on page 5; of the **Nutmeg** industry on page 163; and of the **Salt** industry page 294.

Chapter XX.

CONCLUDING REMARKS.

Agriculture and Commerce : News and the Press : The Homeward Voyage.

Visitors who decide to settle or to take up land in the British West Indies have the advantage of being able to obtain advice from the Imperial Department of Agriculture, whose headquarters are in Trinidad, or from the Agricultural Departments which exist in British Guiana and all the islands of consequence. The Imperial Department of Agriculture, founded in 1898 as the outcome of the recommendations of the Royal Commission of the preceding year, was amalgamated in 1922 with the West Indian Agricultural College, an institution founded in 1921. British Guiana has its own Board of Agriculture; Barbados, Jamaica and Trinidad have Departments of Agriculture; Grenada its Agricultural Board and St. Vincent, St. Lucia, and the Leeward Islands their Agricultural Departments, which co-operate with the Imperial Department of Agriculture. Each colony has beside the above-named organisations, agricultural and commercial bodies which are always glad to afford information to prospective settlers and to visitors and capitalists desirous of becoming acquainted with its agricultural and industrial prospects, and there is also the Associated West Indian Chambers of Commerce, founded by Sir Edward Davson, which holds a triennial conference.

In addition, each colony has a Permanent Exhibition Committee, as the outcome of a suggestion made by the writer, subsequent to the Colonial Exhibition of 1905. These Committees make arrangements for the representation of the colonies at various exhibitions in different parts of the world.

In dealing with the agricultural and commercial bodies mention must also be made of The West India Committee

4, Trinity Square, London, E.C.), which is the doyen such institutions, having been founded early in the ghteenth century. The West India Committee, which as granted a Charter of Incorporation by his late Majesty ing Edward VII on August 4th, 1904, has correspondents British Guiana, British Honduras, and in each of the lands. Its objects are by united action to promote the terest of the industries and trade, and thus increase the eneral welfare of the British West Indies, British Guiana, nd British Honduras. There are also West India Associaons in Liverpool (3, Cook Street) and Glasgow (134, Vellington Street).

Among other West Indian institutions must be mentioned ie West Indian Club, established in 1898, with premises 4, Whitehall Court, and the West Indian Produce ssociation (14, Creechurch Lane, London, E.C.), where very kind of West Indian produce can be obtained. It ould interest American visitors to know that the last amed organisation, which enjoys Royal patronage, is corporated with Davison, Newman and Co., a firm esblished as far back as 1650, that according to tradition pplied some of the tea for the "Boston Tea Party."

Visitors to the British West Indies and British Guiana, nd most other places mentioned in these pages, are kept nformed as to events in the outside world by the cabled ulletins of general news which are issued every evening y the cable companies. In the larger colonies these are ublished in the daily papers, and they also appear in such ewspapers as are available in the smaller islands.

The West Indian Agriculture College and the Imperial epartment of Agriculture issue a journal devoted to griculture. The Botanical Departments of Jamaica and rinidad also issue agricultural and scientific Bulletins eriodically, and for those interested in West Indian affairs enerally there is the fortnightly *West India Committee Circular*, the official organ of The West India Committee.

The patient reader of this Pocket Guide having now een taken through the Bermudas, British Guiana, British onduras, and the West Indian islands, and introduced to

their industries, nothing remains to be added except perhaps, a few words regarding the homeward voyage. Though "Home," as the West Indian always calls the mother country, whether he has visited it or not, has its magic attraction for creole, colonist, and tourist alike, the return voyage, which might be expected to be fraught with more enjoyment than the outward, is not to be compared with it for conviviality. The spirits of those on board the homeward steamer fall with the thermometer, the result being that, as the ship nears port, dances, sports, and kindred amusements are less freely resorted to. In an earlier chapter a note of warning was sounded as to the necessity of keeping in reserve an adequate supply of warm clothing and wraps for the homeward journey, and this it is very desirable to reiterate. When he is in the West Indies, the tales of their climate in the old days lose their terror for the tourist. The case is altered, and it is upon the dear old mother country that he begins to look with suspicion which is fostered by the reports of influenza and sickness that reach him during his travels. Let him then wrap up well, and remember that what he could do in the tropics he cannot do coming up the Channel in the teeth of a north-easterly gale. The tourist will doubtless bring back with him many souvenirs of places visited, such as lace-bark d'oyleys, stuffed flying-fish, sugar-canes, pottery bitter cups (made of quassia wood, which instantly renders water put in them as bitter as can be) from Barbados cleverly stuffed alligators, Indians' bead aprons and brilliantly plumed head-dresses from British Guiana ; lace bark whips, walking-sticks, pottery, and a hundred and one fairings from Jamaica ; delicately woven Arima baskets and fans, East Indian jewellery, balata models and calabashes from Trinidad ; liquorice seed purses and bags from Antigua ; stuffed "crapauds" or frogs and sawyer beetles from Dominica ; and possibly a bottled Fer-de-lance snake from St. Lucia, to mention only a few of the articles more commonly purchased. But he will not require the help of these to remind him of his visit to the exquisitely beautiful Islands of the West, the impression of which will never fade from his memory.

Appendix I.

STEAMSHIP COMMUNICATION.

The West Indies can be reached by passenger steamer in 13 days from the United Kingdom, 6 days from Canada, and 5 days or less from the United States, at fairly frequent intervals. The table below is intended to indicate how the principal ports in the Caribbean area and Bermuda can be reached, the numbers referring to the list of steamship companies in the succeeding pages:

	From United Kingdom.	From Europe.	From Canada	From United States.
Antigua	A B C D		17	22
Bahamas ...	D		16	28 35
Barbados ...	1 2 6 8	8 11 12 13	17	18 20 22
Bermuda ...	2 D		16 17	19 23
British Guiana...	1 4 A B C	10 13	17	22 24
British Honduras	D		16	34
Cartagena ...	6 8	10 11 13		34
Cuba	3 9	10 14 15		21 28 33 34 35 36
Cristobal-Colon	2 3 5 6 7 8	7 8 10 11 13		21 27 30 31 34
Curagao	6 7 8	7 8 10 11 12 13		32
Dominica ...	A B C		17	22
Grenada	A D E		17	24
Guadeloupe ...	7	7 10		22
Haiti	F	10		31 33
Jamaica	2 3		16	33 34
La Guaira ...	6 7 8	7 8 10 11 12 13		32
Martinique ...	7	7 10		22
Montserrat ...	A B C D		17	22
Port Limon ...	2 8	8 11 13		34
Porto Rico ...	F	10		25 29 32 33
Puerto Cabello ..	6 7 8	7 8 10 11 13		32
Puerto Colombia	6 7 8	7 8 10 11 12 13		34
St. Kitts	A B C D		17	22
St. Lucia	A B C D	10	17	22
St. Thomas ...	A B C F			22 33
St. Vincent ...	A B	10	17	
Santa Cruz ...	A B C F			22
Santa Marta ...	2			34
Santo Domingo	F	10		26 33
Tobago	G			
Trinidad	1 2 6 7 8 D	7 8 10 11 12 13	17	24
Turks Islands ...	2			26

A *via* Barbados and (17).
B *via* Barbados and (22).
C *via* Gaudeloupe and (22).
D *via* Canada or U.S.
E *via* Trinidad and (24).
F *via* U.S.
G *via* Trinidad.

FROM ENGLAND.

(1) THE HARRISON LINE. LIVERPOOL: Thos. & Jas. Harrison Mersey Chambers. LONDON: Dock House, Billiter Street, E.C. (Avenue 8146).

Route: London to Barbados, Trinidad and British Guiana.

Fares. *Ports.*	*1st Class.*	**Sailings.**
Barbados. (Bridgetown)	£45	Every five weeks.
British Guiana (Georgetown)	£50	,, ,, ,,
Trinidad (Port of Spain)	£45	,, ,, ,,

Duration of Voyage.—London to Barbados 14 days.

Size of Steamers: 5000 to 6000 tons.

Round Tours: Special rates on application.

(2) ELDERS & FYFFES, Ltd. LONDON: 31/32, Bow Street W.C. 2 (Gerrard 1040).

Routes: Avonmouth to Bridgetown (Barbados), Port of Spain (Trinidad), Port Limon, Cristobal, and Kingston (Jamaica).

Avonmouth to Kingston (Jamaica), Hamilton (Bermudas) occasionally, Grand Turk (Turks Islands), and Santa Marta.

Liverpool to Port Antonio and Kingston (Jamaica).

Hull to Santa Marta.

Fares. *Ports.*	*1st Class Fares.*	**Sailings.**
Barbados (Bridgetown)	£45	Monthly
Bermuda (Hamilton)	£40	Occasionally
Cristobal	£50	Fortnightly
Jamaica:		
Kingston	£40	Weekly
Port Antonio	£30	Fortnightly
Port Limon	£50	,,
Santa Marta	£40	Weekly
Trinidad (Port of Spain)	£45	Monthly

Duration of Voyage: Avonmouth to Bridgetown or Kingston direct—13 days.

Size of Steamers: 4000 to 6000 tons.

(3) THE PACIFIC STEAM NAVIGATION COMPANY. LIVERPOOL: Goree, Water Street (Bank 9150). LONDON: 18, Moorgate Street (Wall 6460). NEW YORK: Sanderson and Sons, Inc 26, Broadway.

Route: Liverpool to Havana (Cuba), Kingston (Jamaica Cristobal and Balboa en route to Pacific ports of South America.

Fares. *Ports.*	*1st Class.*	*2nd Class.*	**Sailings.**
Balboa	£49 10	£28	Monthly.
Cristobal	£48	£27	,,
Cuba (Havana)	£48	£27	,,
Jamaica (Kingston)	£45	£27	,,

Duration of Voyage: Liverpool to Havana—17 days.

Size of Steamers: 8000 to 14,000 tons.

rom England—*continued*

(4) THE BOOKER LINE. LIVERPOOL: Booker Bros., McConnell ıd Co., Ltd., 77, The Albany (Central 3103). LONDON: 21, Mincing ane, E.C. (Minories 1599).

Route: Liverpool to Georgetown (British Guiana).

Fare. *Port.*		**Sailing.**
British Guiana (Georgetown)	£40	Monthly

Duration of Voyage: Liverpool to Georgetown—17 days.

Size of Steamers: 3000 to 4000 tons.

(5) THE ROYAL MAIL STEAM PACKET COMPANY [see (17) ıge 447].

Route: London to Colon.

Fares. *Port.*	*1st Class.*	**Sailings.**
Colon	£55	Abt. Monthly

Duration of Voyage: London to Colon—19 days.

Size of Steamers: 9000 tons.

(6) LEYLAND LINE. LIVERPOOL: 27, James Street. LONDON: , Leadenhall Street, E.C. (Avenue 6720).

Routes: Liverpool to Bridgetown (Barbados), Port of Spain rinidad). La Guaira, Curaçao, Puerto Cabello, Puerto Colombia, rtagena, and Colon.

Fares. *Ports.*		**Sailings.**
Barbados (Bridgetown) .	£35	Every few weeks
Colon	£40	,, ,,
Trinidad (Port of Spain) .	£35	,, ,,

Duration of Voyage: Liverpool to Barbados—15 days.

Size of Steamers: 3950 to 10,400 tons.

(7) COMPAGNIE GÉNÉRALE TRANSATLANTIQUE. LONDON: , Pall Mall, S.W. (Regent 3270). PARIS: 6, Rue Auber. NEW ORK: 19, State Street.

Route: OUTWARD—Plymouth, Bordeaux, Basse-Terre and ointe-à-Pitre (Guadeloupe), Fort de France (Martinique), Port of ain (Trinidad), La Guaira, Puerto Colombia, and Cristobal. OMEWARD—Cristobal, Puerto Colombia, Willemstad (Curaçao), erto Cabello, La Guaira, Carupano, Port of Spain (Trinidad), Fort France (Martinique), Basse-Terre and Pointe-à-Pitre (Guade- ıpe), Plymouth and Havre.

Fares. *Ports.*	*1st Class.*	*2nd Class.*	**Sailings.**
Carupano	£50 8	£35 8	Monthly
Cristobal	£57 12	£38 8	,,
Curaçao (Willemstad) . .	£50 8	£35 8	,,
Guadeloupe (Basse-Terre or Pointe-à-Pitre) . .	£37 10	£26 10	,,
La Guaira	£50 8	£35 8	,,
Martinique (Fort de France)	£37 10	£26 10	,,
Puerto Cabello . . .	£50 8	£35 8	,,

From England—*continued*

Fares. *Ports.*	*1st Class.*	*2nd Class*	**Sailings.**
Puerto Colombia . .	£57 12	£38 8	Monthly
Trinidad (Port of Spain) .	£50 0	£31 0	,,

Duration of Voyage : Plymouth to Basse-Terre—12 days.
Size of Steamers : 7000 tons.
Round Tours : Winter cruises at reduced and inclusive fares.

(8) ROYAL NETHERLANDS WEST INDIA MAIL. LONDON Phs van Ommeren (London), Ltd.. 27, Leadenhall Street, E.C. 3 (Avenue 9862) ; 18-19, Pall Mall, S.W. (Gerrard 5440). NEW YORK 25, Broadway.

Routes : Amsterdam, Dover, Boulogne-sur-Mer, Bridgetown (Barbados), Port of Spain (Trinidad), La Guaira, Puerto Cabello (Monthly), Willemstad (Curaçao), Puerto Colombia, Cartagena, Cristobal, and Port Limon.

Fares. *Ports.*	Dover or Boulogne *1st Class.*	*2nd Class.*	**Sailings.**
Barbados (Bridgetown) .	£45	£35	Fortnightly
Cartagena	£60	£37 10	,,
Cristobal, C.Z. . . .	£65	£40	,,
La Guaira	£55	£35	,,
Pto Cabello . . .	£55	£35	Monthly
Pto Colombia . . .	£60	£37 10	Fortnightly
Pto Limon . . .	£65	£40	,,
Curaçao	£55	£35	,,
Trinidad (Port of Spain) .	£45	£35	,,

Duration of Voyage : Dover to Barbados—13 days.
Size of Steamers : 3700 to 6000 tons.
Round Tours : Winter cruises at reduced rates.

(9) HAMBURG-AMERICA LINE. LONDON : W. H. Muller & Co. Haymarket, S.W. HAMBURG : Hamburg-Amerika Linie.

Route : Plymouth to Havana (Cuba).

Fares. *Port.*	*1st Class.*	**Sailings.**
Havana	£65	Monthly.

Duration of Voyage : about 17 days.
Size of Steamers : 7500 tons.

FROM FRANCE.

(10) COMPAGNIE GÉNÉRALE TRANSATLANTIQUE [see page 443].

Route : OUTWARD—Saint Nazaire to Pointe-à-Pitre and Basse Terre (Guadeloupe), Fort de France (Martinique), La Guaira, Puerto Colombia, Cartagena and Cristobal. HOMEWARD—Cristobal, Puerto Colombia, Willemstad (Curaçao), Puerto Cabello, La Guaira, Carupano, Fort de France (Martinique), Basse-Terre and Pointe-à-Pitre (Guadeloupe), Santander and Saint Nazaire.

From France—*continued*

There is connection by the above service at Fort de France with an Intercolonial Steamer which plies to and from Saint Lucia, St. Vincent, Trinidad, British Guiana, Surinam and Cayenne.

Fares. Ports.	1st Class.	2nd Class.	Sailings.
British Guiana(Georgetown)	£46 0	£31 0	Monthly
Cartagena	£57 12	£38 8	,,
Carupano	£50 8	£35 8	,,
Cayenne	£46 0	£31 0	,,
Cristobal	£57 12	£38 8	,,
Curaçao	£50 8	£35 8	,,
Guadeloupe—			
Basse-Terre	£37 10	£26 10	,,
Pointe-à-Pitre	£37 10	£26 10	,,
La Guaira	£50 8	£35 8	,,
Puerto Cabello	£50 8	£35 8	,,
Puerto Colombia	£57 12	£38 8	,,
St. Lucia(Castries)	£46 0	£31 0	,,
St. Vincent (Kingstown)	£46 0	£31 0	,,

Duration of Voyage : Saint Nazaire to Guadeloupe—12 days.
Size of Steamers : 6000 to 8000 tons.

Route : Outward—Bordeaux to San Juan (Puerto Rico), Cap Haitien, Port au Prince (Haiti), and Santiago (Cuba). Homeward—Santiago (Cuba), Port au Prince, Cap Haitien (Haiti), Sanchez, Santo Domingo, San Juan (Porto Rico), Corunna, and Bordeaux.

Fares. Ports.	1st Class.	2nd Class.	Sailings.
Cuba (Santiago)	£56	£38	Monthly
Haiti—Cap Haitien	£56	£38	,,
Gonaives	£56	£38	,,
Port au Prince	£56	£38	,,
Porto Rico (San Juan)	£56	£38	,,
Santo Domingo	£56	£38	,,
Sanchez	£56	£38	,,

Duration of Voyage : Bordeaux to Porto Rico—13 days.
Size of Steamers : 5000 to 7000 tons.

Route : Saint Nazaire, Santander and Corunna to Havana and Vera Cruz.

Fares. Port.	1st Class.	2nd Class.	Sailing.
Cuba (Havana)	£53	£38 10	Monthly

Duration of Voyage : St. Nazaire to Havana—15 days.
Size of Steamers : 6000 to 11,000 tons.

(11) ROYAL NETHERLANDS WEST INDIA MAIL. From Bou-logne [see (8) page 444].

FROM ITALY.

(12) LA VELOCE. LONDON: The Italian State Railways, 12, Waterloo Place, S.W.

Routes: Genoa to Teneriffe, Barbados, Trinidad, La Guaira, Curaçao, Puerto Colombia, and Colon.

Fares. *Ports.*	*1st Class.*	*2nd Class.*	**Sailings.**
Barbados (Bridgetown)	£64	£44	
Colon	£72	£52	
Curaçao	£68	£48	
La Guaira	£66	£46	
Puerto Colombia	£70	£50	
Trinidad	£64	£44	

FROM HOLLAND.

(13) ROYAL NETHERLANDS WEST INDIA MAIL [see (8) page 444].

Routes: Amsterdam, Antwerp, London to South Pacific ports and Cristobal.

Amsterdam, Dover, Boulogne-sur-Mer, Bridgetown (Barbados), Port of Spain (Trinidad), La Guaira, Puerto Cabello (Monthly), Willemstad (Curaçao), Puerto Colombia, Cartagena, Cristobal and Port Limon [see (8) page 444].

Fare. *Port.*	*From London.*	**Sailing.**
Cristobal	£35	Fortnightly

Duration of Voyage: Amsterdam to Cristobal—3 weeks.

Size of Steamers: Cargo steamers, 4000 to 16,000 tons.

Route: Amsterdam to Dutch and British Guiana, Trinidad, etc., en route to New York.

Fares. *Ports.*	*1st Class.* Guilders.	*2nd Class.* Guilders.	**Sailings.**
British Guiana (Georgetown)	650	400	Fortnightly
Carupano	745	430	,,
Curaçao (Willemstad)	745	430	,,
La Guaira	745	430	,,
Margarita (Pampatar)	745	430	,,
Paramaribo	650	400	,,
Puerto Cabello	745	430	,,
Trinidad (Port of Spain)	700	430	,,

One guilder at par of Exchange 12.107 to £

Duration of Voyage: Amsterdam to Paramaribo—19 days.

Size of Steamers: Passenger steamer, 2200 to 2500 tons.

FROM SPAIN.

(14) COMPAGNIE GÉNÉRALE TRANSATLANTIQUE [see (7) page 443].

Route: Santander and Corunna to Havana [see (10) page 444].

From Spain—*continued*

(15) HAMBURG-AMERICA LINE [see (9) page 444].
Route : Santander to Havana.

FROM CANADA.

(16) CANADIAN GOVERNMENT MERCHANT MARINE, Ltd. CANADA : 230, St. James' Street, Montreal. LONDON : 17-19, Cockspur Street (Regent 2150).

Route : Halifax, N.S., and St. John, N.B. (Montreal and Quebec in summer) to Hamilton (Bermuda), Nassau (Bahamas), Kingston (Jamaica) and Belize (British Honduras).

Fares. *Port.*	*1st Class.*	**Sailings.**
Bahamas (Nassau) . .	$90	Every 3 weeks.
Bermuda (Hamilton) . .	$45	,,
British Honduras (Belize) .	$102	,,
Jamaica (Kingston) . .	$175	,,

Duration of Voyage : Halifax to Hamilton (Bermuda)—4 days. Montreal to Hamilton (Bermuda)—4 days.
Size of Steamers : 4000 tons.
Round Tour : Halifax to Hamilton $70 return.

(17) THE ROYAL MAIL STEAM PACKET COMPANY. LONDON : Royal Mail House, Moorgate, E.C. (Wall 6460). CANADA : St. Paul Building, P.O. Box 279, Halifax, N.S. NEW YORK : 26, Broadway.

Route : Halifax, N.S., to Hamilton (Bermuda), Basseterre (St. Kitts), St. John's (Antigua), Plymouth (Montserrat), Roseau (Dominica), Castries (St. Lucia), Bridgetown (Barbados), Kingstown (St. Vincent), St. George's (Grenada), Port of Spain (Trinidad), and Georgetown (British Guiana).

Fares. *Ports.*	*1st Class.* Single.	Return.	**Sailings.**
Antigua (St. John's) . .	$105	$200	Fortnightly
Barbados (Bridgetown) .	$115	$220	,,
Bermuda (Hamilton) . .	$47.5	$95	,,
British Guiana (Georgetown)	$135	$260	,,
Dominica(Roseau) . .	$110	$210	,,
Grenada (St. George's) .	$117.5	$230	,,
Montserrat (Plymouth) .	$105	$200	,,
St. Kitts (Basseterre) .	$100	$190	,,
St. Lucia (Castries) . .	$112.5	$215	,,
St. Vincent (Kingstown) .	$117.5	$230	,,
Trinidad (Port of Spain) .	$120	$235	,,

Duration of Voyage : Halifax to Bermuda—4 days.
Size of Steamers : 4000 to 5000 tons.
Round Tours : In the winter season a steamer of the R.M.S.P. makes cruises to the principal West Indian ports from New York and offers through bookings for England by Transatlantic "O" steamers.

FROM THE UNITED STATES.

(18) THE BOOTH STEAMSHIP CO., Ltd. LONDON: 11, Adelph Terrace, W.C. (Regent 3485). NEW YORK: 17, Battery Place

Route: New York to Barbados en route to South America ports.

Fare.	*Port.*	*1st Class.*	**Sailing.**
	Barbados (Bridgetown) .	$100	Monthly

Duration of Voyage: New York to Barbados—9 days.
Size of Steamers: 4000 to 5000 tons.

(19) THE FURNESS BERMUDA LINE. LONDON: Furness Withy & Co., 56, Leadenhall Street, E.C. (Avenue 210). CANADA 43, St. Sacrament Street, Montreal; 71, Upper Water Street Halifax, N.S. NEW YORK: 34, Whitehall Street.

Route: New York to Hamilton (Bermuda).

Fare.	*Port.*	*1st Class.*	**Sailings.**
	Bermuda (Hamilton) . .	$50	Bi-weekly

Duration of Voyage: New York to Hamilton—2 days.
Size of Steamers: 8000 tons.

(20) LAMPORT & HOLT, Ltd. NEW YORK: 42, Broadway (Broad 6921).

Route: New York to Barbados en route to and from South American ports.

Fares.	*Port.*	*1st Class.*	*2nd Class.*	**Sailings.**
	Barbados	$125	$75	Fortnightly

Duration of Voyage: New York to Barbados—5 days.
Size of Steamers: 12,000 to 14,500 tons.

(21) PACIFIC STEAM NAVIGATION COMPANY. NEW YORK Sanderson and Sons, Inc., 26, Broadway. LIVERPOOL: Goree Water Street (Bank 9150). LONDON: 18, Moorgate Street, E.C. (Wall 6460).

Route: New York, Havana (Cuba), Cristobal.

Fares.	*Ports.*	*1st Class.*	**Sailings.**
	Balboa	$145	Monthly
	Cristobal	$145	,,
	Cuba (Havana) . . .	$85	,,

Duration of Voyage: New York to Havana—4 days.
Size of Steamers: 8500 tons.

(22) THE QUEBEC STEAMSHIP COMPANY. LONDON: Furness Withy and Co., Ltd., 56, Leadenhall Street, E.C. 3 (Avenue 210) CANADA: 43, St. Sacrament Street, Montreal; 71, Upper Wate Street, Halifax, N.S. NEW YORK: 34, Whitehall Street.

Route: New York to Charlotte Amalia (St. Thomas), Frederick sted (St. Croix), Basse-Terre (St. Kitts), St. John's (Antigua)

From the United States—*continued*

Plymouth (Montserrat), Pointe-à-Pitre (Guadeloupe), Roseau (Dominica), Fort de France (Martinique), Castries (St. Lucia), Bridgetown (Barbados), and Georgetown (British Guiana).

Fares. *Ports.*	*1st Class.*	*2nd Class.*	**Sailings.**
Antigua (St. John's) .	$100 to $275	$50.00	Fortnightly
Barbados (Bridgetown) .	$100 to $275	$50.00	,,
British Guiana . .	,,	,,	,,
Dominica (Roseau) . .	,,	,,	,,
Guadeloupe (Pointe-à-Pitre)	,,	,,	,,
Martinique (Fort de France)	,,	,,	,,
Montserrat (Plymouth) .	,,	,,	,,
St. Croix (Fredericksted) .	$70 to $250	$44.00	,,
St. Kitts (Basseterre) .	$100 to $275	$50.00	,,
St. Lucia (Castries) . .	,,	,,	,,
St. Thomas (Charlotte Aml.)	$70 to $250	$44.00	,,

Duration of Voyage : New York to St. Thomas—5 days.
Size of Steamers : 3500 to 4000 tons.

(23) **THE ROYAL MAIL STEAM PACKET COMPANY** [see (17) page 447].
Route : New York to Hamilton (Bermuda).

Fares. *Port.*	*1st Class.* Single.	*2nd Class.* Return.	**Sailings.**
Bermuda (Hamilton) . .	$60	$70	Weekly

Duration of Voyage : New York to Bermuda—2 days.
Size of Steamer : 10,500 tons.
Round Tours : Large passenger Steamers of this Company make several special winter cruises to the West Indian islands.

(24) **THE TRINIDAD LINE.** LONDON : Furness, Withy & Co., Ltd., 56, Leadenhall Street, E.C. 3 (Avenue 210). CANADA : 43, St. Sacrament Street, Montreal ; 71, Upper Water Street, Halifax, N.S. NEW YORK : 34, Whitehall Street.
Route : New York to Grenada, Trinidad and British Guiana.

Fares. *Ports.*	*1st Class.*	*2nd Class.*	**Sailings.**
British Guiana (Georgetown)	$125	$90.00	Fortnightly
Grenada (St. George's) .	$110	$75.00	,,
Trinidad (Port of Spain) .	$101	$75.00	,,

Duration of Voyage : New York to Grenada—7 days.
Size of Steamers : 4000 to 5000 tons.

(25) **ATLANTIC FRUIT COMPANY.** NEW YORK : 16, Battery Place.
Route : New York to Porto Rican ports.

Fares. *Port.*	*Fares.*	**Sailings.**
Porto Rico	$110	Weekly.

From the United States—*continued*

(26) CLYDE STEAMSHIP COMPANY. NEW YORK: 25, Broadway (Bowling Green 8500).

Route: New York to Haiti, Santo Domingo and Turks Islands.

Fares. *Ports.*	*1st Class.*	**Sailings.**
Azua	$90	Fortnightly
Barahona	$90	,,
La Romana	$80	,,
Macoris	$80	,,
Monte Cristi	$55	,,
Puerto Plata	$60	,,
Samana	$70	,,
Sanchez	$70	,,
Santo Domingo City	$85	,,
Grand Turk (Turks Islands)	$45	,,

Duration of Voyage: New York to Haiti—5 days.

Size of Steamers: 4000 to 5000 tons.

Round Tours: Special rate of $180 for entire round-trip, Passengers using steamer as a hotel while at the various ports of call.

(27) GRACE LINE. LONDON: 144, Leadenhall Street, E.C. CANADA: Dominion Express Building, Montreal. NEW YORK: 10, Hanover Square.

Route: New York to Cristobal and Balboa en route to South American ports.

Fares. *Ports.*	*1st Class.*	**Sailings.**
Cristobal	$145	Fortnightly
Balboa	$150	,,

Duration of Voyage: New York to Cristobal—6 days.

Size of Steamers: 10,000 tons.

(28) MUNSON STEAMSHIP LINE. NEW YORK: 67, Wall Street (Bowling Green 3300). LONDON: Clark Gray and Co. (Agents), 34, Leadenhall Street, E.C. (Avenue 2572).

Route: New York to Nassau (Bahamas) and Cuba (Antilla and Nuevitas).

Fares. *Ports.*	*1st Class.*	*2nd Class.*	**Sailings.**
Bahamas (Nassau)	$75	$45	Weekly*
Cuba (Antilla)	$90	$53	Fortnightly
(Nuevitas)	$90	$55	,,

* In Winter. Fortnightly in Summer.

Duration of Voyage: New York to Nassau—2½ days.

Size of Steamers: 7500 tons to 21,000 tons.

(29) THE NEW YORK AND PORTO RICO STEAMSHIP COMPY. NEW YORK: 25, Broadway (Bowling Green 8500).

Route: New York to San Juan (Porto Rico).

Fares. *Port.*	*1st Class.*	*2nd Class.*	**Sailings.**
San Juan	$65	$45	Weekly

From the United States—*continued*

Duration of Voyage : New York to San Juan—4 to 5 days.
Size of Steamers : 6000 to 10,000 tons.
Round Tours : Weekly sailings on sixteen-day all-expenses cruises.

(30) PACIFIC MAIL STEAMSHIP COMPANY. NEW YORK : 10, Hanover Square.
Route : New York to Norfolk, Cristobal and Balboa, en route to North Pacific ports.

Fares. *Ports.*		**Sailings.**
Balboa	$145	Every 18 days.
Cristobal	$145	,, ,,

(31) THE PANAMA RAILROAD STEAMSHIP LINE.
Route : New York to Port au Prince (Haiti) and Cristobal.

Fares. *Ports.*		**Sailings.**
Cristobal	$100	Every 10 days.
Haiti (Port au Prince)	$75	,, ,,

(32) RED "D" LINE (The Atlantic and Caribbean Steamship Co.). NEW YORK : 82, Wall Street (Hanover 10072).
Route : New York to San Juan (Porto Rico), Willemstad (Curaçao), La Guayra and Porto Cabello, Willemstad, San Juan and New York.
New York, Mayagüez (Porto Rico), La Guaira and Curaçao, Mayagüez, New York.
Also, Willemstad (Curaçao) to Maracaibo (Colombia).

Fares. *Ports.*	*1st Class.*	*2nd Class.*	**Sailings.**
Curaçao (Willemstad)	$75	$55	Weekly
La Guaira	$75	$55	,,
Maracaibo	$85	$65	,,
Puerto Cabello	$80	—	Fortnightly
Porto Rico (Mayaguez)	$65	$40	,,
,, (San Juan)	$50	—	,,

Duration of Voyage : New York to San Juan—5 days. New York to Mayaguez—6 days.
Size of Steamers : 1800 tons to 3000 tons.

(33) ROYAL NETHERLAND WEST INDIA MAIL [see (8) page 444].
Route : New York to Cap Haitien and undermentioned ports.

Fares. *Ports.*	*1st Class.* Guilders.	**Sailings.**
Cuba (Cienfuegos)	600	Three Weekly
(Santiago)	600	,, ,,
Haiti (Cap Haitien)	550	,, ,,
(Port au Prince)	550	,, ,,
Jamaica (Kingston)	600	,, ,,

From the United States—*continued*

Fares. *Ports.*	*1st Class.* Guilders.	**Sailings.**
Porto Rico (Ponce) . .	550	Three Weekly
(San Juan) . .	550	,, ,,
St. Thomas (Charlotte Amalia)	550	,, ,,
Santo Domingo (Puerto Plata)	550	,, ,,
(Sanchez) . . .	550	,, ,,
(San Domingo City) .	550	,, ,,
(San Pedro de Macoris) .	550	,, ,,

Duration of Voyage: New York to Cap Haitien—6 days.

Size of Steamers: Passenger and Cargo Steamers 2200 to 2500 tons.

(34) **THE UNITED FRUIT COMPANY.** LONDON: 94, Dashwood House, 9, New Broad Street E.C.. BOSTON: 131, State Street.

Routes: New York to Havana (Cuba), Cristobal, Port Limon, Havana (every Saturday).

New York to Kingston (Jamaica), Cristobal, Cartagena, Puerto Colombia, Santa Marta, Cristobal and Kingston (every Wednesday).

New York to Santiago (Cuba), Kingston (Jamaica), Belize (British Honduras), Puerto Barrios, Puerto Cortez, Puerto Castilla, Tela, Kingston and Santiago (every alternate Saturday).

New Orleans to Belize (British Honduras) and Puerto Barrios (every Saturday, only monthly call at Belize).

New Orleans to Cristobal, Port Limon, Bocas del Toro and Havana (Cuba) (every Wednesday).

New Orleans to Havana (Cuba), Cristobal, Bocas del Toro and Cristobal (every Saturday).

Fares. *Ports.*	From New York.	From New Orleans.	**Sailings.**
British Honduras (Belize) .	$150	$65	Monthly.
Jamaica (Kingston) . .	$102	—	Weekly.
,, (Port Antonio) .	$102	—	,,
Cuba (Havana) . . .	$85	$45	,,
,, (Santiago) . . .	$96	—	Fortnightly.
Colombia (Cartagena) .	$160	—	Weekly.
,, (Pto. Colombia) .	$160	—	,,
,, (Santa Marta) .	$160	—	,,
Guatemala (Puerto Barrios) .	$165	$75	Fortnightly.
Spanish Honduras (Pto. Cortez)	$180	$71	,,
,, ,, (Tela) .	$180	$90	,,
,, ,, (Pto. Castilla)	$180	$90	,,
Costa Rica (Limon) .	$225	$127	Weekly.
Canal Zone (Cristobal) .	$145	$110	Bi-weekly.

Duration of Voyage: Havana 4 days, Kingston 5 days, Cristobal 7 days, Colombia 10 days.

Size of Steamers: 5000 to 8000 tons.

Round Tours: 11 to 25 days, $150 to $350.

From the United States—*continued*

(35) WARD LINE (New York and Cuba Mail Steamship Compy.). NEW YORK: Foot of Wall Street.

Routes: New York, Havana (Cuba), Mexican Gulf Ports, Nassau (Bahamas).

Fares. *Ports.*	*1st Class.*	*2nd Class.*	**Sailings.**
Bahamas (Nassau) . .	$71	$65	Monthly
Cuba (Havana) . . .	$85	$64	Bi-weekly

Duration of Voyage: New York to Havana—3 to 4 days. New York to Nassau—3 to 4 days when sailing direct.

(36) PENINSULAR & OCCIDENTAL STEAMSHIP COMPANY.

Route: Key West (Florida) to Havana (Cuba)

Fares. *Ports.*	**Sailings.**
Cuba (Havana) . .	Daily (except Weds. and Suns.)

Duration of Voyage: Key West to Havana 7 hours.

FROM INDIA.

(37) THE NOURSE LINE. LONDON: 71, King William Street, E.C. 4 (Bank 350). CALCUTTA: Mackinnon, Mackenzie & Co., P.O. Box 163.

Routes: Calcutta and Burma to Port of Spain (Trinidad) via the Cape.

Fares.	**Sailings.**
Rates on application.	Bi-monthly

Duration of Voyage: Calcutta, or Burma, to Trinidad—about 6 weeks.

Size of Steamers: 3500 to 8000 tons.

During the winter months several companies, notably the Canadian Pacific Railway, the Royal Mail Steam Packet Company, and the White Star Line, organise special cruises to the West Indies and Bermuda by large steamers of 20,000 tons and upwards. The itineraries and fares set out above are necessarily subject to variation. They are inserted to give a general idea of the means of reaching the West Indies and the fares to the intending tourist, who can obtain more precise information from the companies concerned or from The West India Committee, 14, Trinity Square, London, E.C.

DOLLARS AND STERLING TABLES.

DOLLARS TO STERLING (4s. 2d. per Dollar).

$	STERLING	$	STERLING	$	STERLING
.01	0 0 0½	11	2 5 10	48	10 0 0
.02	0 0 1	12	2 10 0	49	10 4 2
.03	0 0 1½	13	2 14 2	50	10 8 4
.04	0 0 2	14	2 18 4	51	10 12 6
.05	0 0 2½	15	3 2 6	52	10 16 8
.06	0 0 3	16	3 6 8	53	11 0 10
.07	0 0 3½	17	3 10 10	54	11 5 0
.08	0 0 4	18	3 15 0	55	11 9 2
.09	0 0 4½	19	3 19 2	56	11 13 4
.10	0 0 5	20	4 3 4	57	11 17 6
.15	0 0 7½	21	4 7 6	58	12 1 8
.20	0 0 10	22	4 11 8	59	12 5 10
.25	0 1 0½	23	4 15 10	60	12 10 0
.30	0 1 3	24	5 0 0	61	12 14 2
.35	0 1 5½	25	5 4 2	62	12 18 4
.40	0 1 8	26	5 8 4	63	13 2 6
.45	0 1 10½	27	5 12 6	64	13 6 8
.50	0 2 1	28	5 16 8	65	13 10 10
.55	0 2 3½	29	6 0 10	66	13 15 0
.60	0 2 6	30	6 5 0	67	13 19 2
.65	0 2 8½	31	6 9 2	68	14 3 4
.70	0 2 11	32	6 13 4	69	14 7 6
.75	0 3 1½	33	6 17 6	70	14 11 8
.80	0 3 4	34	7 1 8	71	14 15 10
.85	0 3 6½	35	7 5 10	72	15 0 0
.90	0 3 9	36	7 10 0	73	15 4 2
.95	0 3 11½	37	7 14 2	74	15 8 4
$ 1	0 4 2	38	7 18 4	75	15 12 6
2	0 8 4	39	8 2 6	76	15 16 8
3	0 12 6	40	8 6 8	77	16 0 10
4	0 16 8	41	8 10 10	78	16 5 0
5	1 0 10	42	8 15 0	79	16 9 2
6	1 5 0	43	8 19 2	80	16 13 4
7	1 9 2	44	9 3 4	85	17 14 2
8	1 13 4	45	9 7 6	90	18 15 0
9	1 17 6	46	9 11 8	95	19 15 10
10	2 1 8	47	9 15 10	100	20 16 8

STERLING TO DOLLARS (4s. 2d. per Dollar).

STERLING	$ c.	STERLING	$ c.	STERLING	$ c.
d. 1	0 02	£ 8	38 40	£45	216 —
2	0 04	9	43 20	46	220 80
3	0 06	10	48 —	47	225 60
4	0 08	11	52 80	48	230 40
5	0 10	12	57 60	49	235 20
6	0 12	13	62 40	50	240 —
7	0 14	14	67 20	51	244 80
8	0 16	15	72 —	52	249 60
9	0 18	16	76 80	53	254 40
10	0 20	17	81 60	54	259 20
11	0 22	18	86 40	55	264 —
s. 1	0 24	19	91 20	56	268 80
2	0 48	20	96 —	57	273 60
3	0 72	21	100 80	58	278 40
4	0 96	22	105 60	59	283 20
5	1 20	23	110 40	60	288 —
6	1 44	24	115 20	61	292 80
7	1 68	25	120 —	62	297 60
8	1 92	26	124 80	63	302 40
9	2 16	27	129 60	64	307 20
10	2 40	28	134 40	65	312 —
11	2 64	29	139 20	66	316 80
12	2 88	30	144 —	67	321 60
13	3 12	31	148 80	68	326 40
14	3 36	32	153 60	69	331 20
15	3 60	33	158 40	70	336 —
16	3 84	34	163 20	71	340 80
17	4 08	35	168 —	72	345 60
18	4 32	36	172 80	73	350 40
19	4 56	37	177 60	74	355 20
£1	4 80	38	182 40	75	360 —
2	9 60	39	187 20	80	384 —
3	14 40	40	192 —	85	408 —
4	19 20	41	196 80	90	432 —
5	24 —	42	201 60	95	456 —
6	28 80	43	206 40	100	480 —
7	33 60	44	211 20	—	—

INDEX.

ABERCROMBY, SIR RALPH, 114, 122, 133, 154, 168, 182, 330.
Aborigines, 32. *See also* Arawaks *and* Caribs.
Aboukir, H.M.S., 274.
Absalon, Baths of, 313.
Accompong, 289, 290.
African Companies, 33.
Agar's Island, 49.
Agnew, Brigade-Major Vans, 206.
Agualta Vale, 267.
Alarm, H.M.S., 114.
Albany, 258.
Albemarle, Duke of, 62.
Albemarle, Lord, 342, 345.
Albert of Wales, Prince, 127.
Albert Victor, Prince, 46, 93, 108, 133, 138, 160.
All Souls College, Oxford, 92.
Allardyce, Sir William, 63.
Alleyne, Hon. Forster M., 96.
Alleyne, Sir John Gay, 84, 106.
Almirante Bay, 410.
Amatuk, 386, 387.
Ambergris Cay, 389, 393.
Amerigo Vespucci, 370.
Anchovy, Jamaica, 257.
Ancon Hill, 420.
Anegada, 247.
Anglican Religion, the, 36, 171.
Angostura Bitters, 112.
Anguilla, **229**.
Animal Flower Cave, Barbados, 108.
Anne, Princess, 213.
Annotto Bay, 258, 283.
Anopheles mosquito, 5.
Anstey, Bishop, 91.
Antigua, 194–207.
  Accommodation in, 198.
  Area and Population, 194.
  Books on, 29.
  Climate of, 196.
  Club, 198.
  Constitution of, 197.
  Dependencies of, 195.
  Discovery and History of, 196.
  Exports, 195.
Antigua—*continued*.
  Financial condition of, 195.
  General features of, 194.
  Industries of, 195.
  Name, origin of, 196.
  Parishes of, 195.
  Principal sights in, 198.
  Sport in, 198.
  Trade, direction of, 195.
Antilla, 343, 358.
Antilles, origin of name, 1.
Antonio Berrero, Don, 131.
Apodaca, Admiral, 114, 119, 128.
Apostles' Battery, 259.
Appleton, 257.
Arakaka, 374, 385.
Arawaks, the, 32, 287, 319, 330, 354.
Archer, Mr. Tom, 151.
Arima, Trinidad, 111, 134.
Aripero, 436.
Arnold, William, 107.
Arrete, 350.
Arrowroot, 42, 180, 185.
Artemisia, 355.
Aruba, 335.
Asia, H.M.S., 312.
Aspinwall, W. H., 411, 414.
Assiento, the, 33.
At Last, by Charles Kingsley, 28, 126, 135, 210.
Atherton, Gertrude, 30, 226.
Atkinson, George, 201..
Austin, Bishop, 378, 382.
Austin, Professor, 379.
Austin's Bay, Barbados, 102.
Aviation, 63.
Avila, Pedro Arias de, 422.
Avocado pear, 7.
Ayscue, Admiral Sir George, 74.
Azores, the, 18, 19.

BAAL, ROBERT, 404.
Bacchante, H.M.S., Cruise of, 26, 46, 108, 133, 138, 161.
Bacolet, 246.
Bacon, John, 261, 266, 279, 280, 281, 287.

Bahamas, The, 59–70.
Accommodation in, 63.
Books on, 26.
Climate of, 62.
Clubs, 64, 70.
Communication, Means of, 63.
Constitution of, 63.
Financial Condition of, 61.
General aspect, 59, 60.
Geology of, 60.
Governors of since 1898, 63.
History of, 62.
Industries of, 60.
Loyalists in, 35, 62.
Sport in, 64.
Baijer, Bastien, 201.
Baijer, Otto, 201.
Bailey's Bay, 53.
Bailey, Edward Hodges, 261.
Bains Jaunes, 304.
Baker, Captain, 433.
Balaclava, Jamaica, 257, 386.
Balandra Bay, Trinidad, 134.
Balata, 369, **485**.
Balata, La, 309, 313.
Balboa, 424.
Balboa, Vasco Nunez de, 396, 410, 411, 424.
Baleine, Falls of, 193.
Balliceaux, 180.
Bananas, 7, 72, 252, 253, 287, 390, 395, **433–434**.
Banks, 11.
Banks, Sir Joseph, 185.
Bannister, Major-General J., 281.
Barabara, 175.
Barbados, 71–109.
Accommodation in, 75.
Area and population, 71.
Books on, 27.
Climate of, 73.
Clubs, 78.
"Coffin Story," 96–102.
Communications, Means of, 76.
Constitution of,
Country excursions, 87–109.
Exports, 72.
Financial conditions of, 73.
Geology of, 71.
General aspects of, 71–72.
Governors of since 1892, 75.
History of, 73–75.
Industries of, 72.
Malaria absent from, 5.
"Mean whites," 35.
Motto of, 71.
Origin of Name, 73.
Barbados—*continued*.
Parishes of, 72.
Population of, 71.
Principal sights, 78.
Railway, 77.
Royalists in, 74, 102.
Sport in, 78.
Tercentary Monument, 105.
Trade, Direction of, 73.
Women's Self-Help Assn., 82.
Barbados Mutual Life Assurance Society, 80.
Barbecues, 433.
Barbuda, 207–210.
Climate of, 207.
Constitution of, 208.
History of, 207.
Industries of, 207.
Sport in, 208.
Barbuda Island Co., 208.
Barfleur, H.M.S., 244, 280.
Barima, 374, 385.
Barranquilla, 397, 398, 405, **406**.
Barrington, Admiral, 174.
Barrouallie, 192.
Barrow, Lieut. C. M., 206.
Bartica, 384.
Bas Obispo, 409, 419.
Basse Terre, Guadeloupe, 302, 303, **304**.
Basseterre, St. Kitts, 211, **214–217**.
Bassin, 325.
Bassinville, 234, 243.
Bastidas, Rodrigo, 404, 410.
Bastien, Dr., 287.
Batabano, 358, 359.
Bath, Jamaica, 255, 286, **293**.
Bath House, Nevis, 224, 225.
Bathsheba, Barbados, 76, 93.
Battowia, 180.
Bayly, Zachary, 271.
"Bay-men," the, 391.
Bay Rum, 318, 327.
Baynes, Mr. Edward, 231.
"Bearded Fig trees," 73, 82.
Beckett, Peter, 184.
Beckford, Lieut. Gov. Peter, 281.
Beckwith, Sir George, 80.
Beeston, Sir William, 260, 271.
Belair, St. Vincent, 193.
Belfield, 373.
Belize, 393, 394.
Belize, R.M.S., 116, 145.
Bell, Hon. A. G., C.M.G., 146.
Bell, Dr. Richard, 57.
Bell, Sir Henry Hesketh, 198, 237.

Belladrum, 373.
Bellair, M. de, 156.
Bellamar Caves, 353.
Bellevue North, Carriacou, 150, 164.
Ben Lomond, Brit. Honduras, 395.
Benbow, Admiral John, 265, 271.
Bendal's, Antigua, 194, 196.
Benders, 324.
Benedictine Monks in Trinidad, 134.
Bennet, W. Hart, 391.
Bennett, George, 271.
Benque Viejo, 395.
Bently, Adjutant, 132.
Bequia, 180.
Berbice, 371 *et seq.*
Berbice River, 368.
Berkeley, Hon. T. B., 215.
"Bermoothes," the, 40, 44.
Bermudas, The, 40–58.
Accommodation in, 44.
and the Slave Trade, 34.
Books on, 27.
Climate, 43.
Communications, 45.
Constitution of, 44.
Financial position, 42.
Floating Dock, 50.
General aspect, 40.
History of, 43.
Industries, 41–42.
Motor-cars banned in, 13, 45.
Parishes of, 41.
Principal sights, 46.
Sport in, 45.
Bermudez, Juan, 43.
Bernard, Rev. C. T., 201.
Beterverwagting, 373.
Beverages, 8.
Bieques, 246, 328.
Big River Falls, Tobago, 147.
Bimini, 70.
Bindley, Rev. Canon, D.D., 91.
Birds of Paradise, 145, 147.
Bishop, Hon. William, 82.
Black River, 252.
Black Rocks, St. Kitts, 219.
Blackbeard's Castle, 321, 323.
Blake, James, 285.
Blanche, H.M.S., 305, 306.
Blankenburg, 373.
Bligh, Captain, 183, 185.
Blome, Richard, 105, 211, 215, 226.
Blomfield, Sir A., 378.
Blue Basin, Trinidad, 129, 130.
Bluebeard's Castle, 321, 323.
Blue Hole, 54, 283.
Blue Mountain, St. Croix, 325.
Blue Mountains, Jamaica, 21, 251, 253, 276.
Boar Island, Bermuda, 40, 46, 50.
Boca Chica, 400, 402, 404.
Boca de la Serpiente, 110, 113.
Boca Grande, 400, 402.
Bocas del Dragòn, 110, 113, 119.
Bodden, Captain S. E., 301.
Boddentown, 298, 300.
Body Ponds, 196.
Boeraserie, 373.
Boers in Bermuda, 51.
Bog Walk, 258, 282, 283, 285.
Bogle, Robert, 266.
Bogue Islands, 288.
Boiling Lake, the, 242.
Bois Immortel, the, 136.
Bolivar, Simon, 397, 405.
Bonaire, 335.
Bonne Espèrance, 324.
Booby Island, 211.
Books on the West Indies, 25–30.
Boqueron, 358, 398.
Boreas, H.M.S., 206, 227, 245.
"Boston Tea Party," 439.
Botanical Gardens:
British Guiana, 380.
Dominica, 240.
Grenada, 159.
Guadeloupe, 307.
Jamaica, 275.
St. Kitts, 217.
St. Lucia, 170.
St. Vincent, 185.
Tobago, 146.
Tortola, 249.
Trinidad, 126.
Bottom, the, 238.
Bouillé, Marquis de, 144, 173, 220, 221, 223, 236, 339.
Bounty, H.M.S., 185.
Bourne, Mr. J. F., 81.
Boviander, 384.
Bovoni, 324.
Bowerbank, Dr., 267.
Bowmanston Waterworks, Barbados, 89.
Boyce, Sir Rubert, 111.
Boyer, General, 363.
Brasques, Pedro, 404.
Breda, H.M.S., 265.
Breen, Henry H., 28, 171, 173.
Brettes, Mr. C. de, 177.
Brickdam, 381.

Bridges, Sir Tobias, 144.
Bridgetown, 79–87.
Brigands' War, the, 153, 163, 182, 184, 188.
Briggs, Sir Graham, 107.
Briggs, Thomas, 268.
" Brighton Pier," Trinidad, 139.
Brighton Sugar Works, St. Kitts, 219.
Brimstone Hill, 219–221.
Brisbane, Sir Charles, 184.
British Cotton Growing Association, 434.
British Guiana, 367–388.
Accommodation in, 371.
Area and population of, 367.
Books on, 27.
Chinese in, 35.
Climate of, 370.
Club, 376.
Communication, Means of, 372–375.
Constitution of, 371.
Discovery and history of, 379.
East Indian immigrants, 34.
Exports of, 369.
Financial condition of, 369.
General features of, 367, 368.
Industries of, 368.
Name, Origin of, 370.
Principal sights in, 376–388.
Railways, 372–373.
Rivers of, 368.
Sport in, 375.
Trade, Direction of, 370.
British Honduras, 389–395.
Accommodation in, 391.
Area and population of, 389.
Books on, 27.
Climate of, 390.
Communication, Means of, 391.
Constitution of, 391.
Discovery and history of, 390, 391.
Exports of, 390.
Financial condition of, 390.
General features of, 389.
Industries of, 389.
Motto of, 389.
Principal sights in, 389.
Trade, Direction of, 390.
British Union Oil Co., 72, 108.
British West Indies, 59–250.
Brodbelt, Dr., 281.
Broke, Captain P. V., 51.
Bromley, Sir Robert, 214.
Brown, Mr. Barrington, 385.
Browne, G. G., 163.
Browne, Hon. C. Macaulay, 163.
Browne, James, 163.
Brown's Town, 255, 284.
Bruce, Morne, 240.
Bruce, Peter Henry, 68.
Bruce, Sir Charles, 158.
Bruce, Robert George, 245.
Brussels Convention, 426.
Buccament Valley, 193.
Buccaneers, the, 62, 248, 255, 272, 300, 362, 396, 397, 405, 422.
Buccoo Reef, Tobago, 146.
Buff Bay, 258, 276.
Bull, John, 267.
Bull Bay, 292.
Bull-fighting, 408.
Burdon, Major J. A., 214.
Burke, Mr., 230.
Burke, Mr. John, 206.
Burnaby, Sir William, 391.
Burriel, General, 357.
Bushy Park, 257.
Butler, Governor Nathaniel, 56.
Buxton, British Guiana, 373, 381.

Cabanas, 346.
Cabbage palms, 7, 92.
Cabrits, the, 234, 245.
Cacao, *see* Cocoa.
Cagigar, Captain General, 350.
Caicos Islands, **294–298.**
Caimanera, 358.
Cail, M., 305.
Caillus, M. de, 158.
Calamar, 402.
Calcutta, H.M.S., 418.
Calliaqua, 187, 188, 192.
Camacho, Hon. J. J., 201.
Camagüey, 343, 356.
Camber, the, Bermuda, 50.
Cambridge, Jamaica, 287, 289.
Camelford, Lord, 204.
Camelo, Ferdinando, 43, 58.
Cameron, Sir Edward, 168, 182, 297.
Campbell, Brigadier-General, 163.
Campbell, Sir John, 184.
Campo Marte, 349.
Canada, Reciprocity with, 427–429.
Canadian Bank of Commerce, 12
Canal Zone, *see* Panama.
Canaries Mountain, St. Lucia, 164.
Cane farming, 138.
Canimar River, 355.
Canouan, 180.

Cantinas, 398.
Caparra, 330.
Capedevilla, 351.
Caracas, 396, 397, 398, 407.
Carbet, Pitons of, 309, 313.
Cardenas, 355.
Careenage, the, Barbados, 72, 76, 79.
Carenage, the, Grenada, 150, 155 *et seq.*
Carenage, Trinidad, 128.
Caribbean Andes, the, 2, 233.
Carib relics, 183, 193, 239, 306.
Carib Settlement, the, 245.
Caribs, the, 32, 143, 152, 153, 162, 167, 179, 180, 213, 236, 319.
Carlisle Bay, Barbados, 79, 85.
Carlisle, Earl of, 74, 79, 167, 181, 223, 236.
Carnegie, Mr. Andrew, 83, 183, 238, 378.
Caroni River, Trinidad, 111, 118.
Caroni Sugar Factory, 135.
Caroni Swamp, the, 131.
Carriacou, 150, 151, 164.
Carrick, Earl of, 391.
Carrington, Dr. J. W., 177.
Cartagena, 396–404, 410.
Carter, Lady Gilbert, 82, 84.
Carter, Sir Gilbert T., 63, 106.
Carupano, 406.
Casado, General Manuel, 330.
Casas, Rio, 359.
Cascadura fish, 6.
Castañon, Gonzalo, 351.
Castellani, C., 379.
Castillo de Jagua, 355.
Castle Grotto, 54.
Castleton Gardens, 275.
Castries, 165, 168–171.
Castries, Maréchal de, 170.
Catadupa, 257.
Cathcart, Lord, 245.
Cathedrals:
  Bridgetown, 82.
  British Honduras, 393.
  Christ Church, Nassau, 67.
  Georgetown, 378, 379.
  Panama, 421.
  Guadeloupe, 307.
  Havana, 352.
  Kingston, 266.
  Port of Spain, 120, 122.
  St. John's, Antigua, 200.
  Santo Domingo, 365.
  Spanish Town, 280.
Catherine Hall, 289.
Catherine's Peak, 275.
Causeway, the, 54.
Cauto River, 340.
Cavalries, St. Vincent, 187.
Cave, Mr. C. J. P., 107.
Cave Hall Estate, 284.
Cayman Brac, 298.
Cayman Islands, **298–301.**
  Constitution of, 300.
  Financial condition of, 299.
  Handbook of, 27.
  History of, 299.
  Industries of, 298.
  Name, Origin of, 299.
Cayo, 395.
Cayo Carenas, 355.
Cedar, 390.
Cedros village, Trinidad, 140.
Ceiba Mocha, 354.
Centaur, H.M.S., 178.
Cerillac, Count de, 153.
Cerro de Aripo, Trinidad, 111.
Cervera, Admiral, 342, 345, 365.
Chacachacare, 111, 119.
Chacon, Don Joséf, 113, 114, 120, 133, 137.
Chagres, Castle of, 422.
Chagres River, 409, 416.
Chaguaramas Bay, Trinidad, 114, 119, 128.
Chaimas, the, Legend of, 140.
Chalky Mount, Barbados, 94.
Challenger, H.M.S., voyage of, 40.
Chamberlain Bridge, Barbados, 79.
Chamberlain, Rt. Hon. Joseph, 216.
Champion, Major, 184.
Chancellor, Sir John, 125.
Chances Mountain, 232.
Chapeau Carré, 150.
Chapelton, 258.
Charles Square, 289.
Charlestown, 223, 224.
Charlotte Amalia, 318, 320–324.
Charlotte Parish, St. Vincent, 180, 182.
Charlotte Town, Grenada, 153.
Chateaubelair, 192.
Chauncey, H., 411, 414.
Cheeks, Henry, 83.
Cherry Tree Hill, Barbados, 107.
Chesapeake and *Shannon*, 51.
Chicle, 390.
Chinese immigrants, 35, 381.
Chip-chip fish, 135.
Choiseul, St. Lucia, 168, 176.

Christian VI, King, 325.
,, IX, King, 321.
Christiansted, 325, 326.
Christophe, Chief, 363.
Churches :
All Saints, Barbados, 107.
All Saints, Berbice, 382.
Christ Church, Barbados, 96.
Fig Tree, Nevis, 227.
in Havana, 352.
Kingston Parish, 264.
La Divina Pastora, Trinidad, 140.
La Merced, Camagüey, 356.
La Soledad, 356.
St. Andrew's, Georgetown, 379.
St. Andrew's, Jamaica, 271.
St. Anthony, Montserrat, 232.
Santo Domingo, Panama, 421.
St. George's, Barbados, 102.
St. George's, Grenada, 158.
St. George's, Roseau, 239.
St. George's, St. Kitts, 216.
St. George's, St. Vincent, 184.
St. James's, Barbados, 106.
St. James's, Jamaica, 287.
St. John's, Barbados, 88.
St. John's, St. Croix, 326.
St. Joseph's, Barbados, 88.
St. Paul's, Antigua, 206.
St. Paul's, Nevis, 224.
St. Peter's, Bermuda, 56.
St. Peter's, Jamaica, 274.
St. Thomas, St. Kitts, 222.
Cibao, 366.
Cienaga Grande, 398.
Cienfuegos, 355.
Cigars, 253, 341.
Cinchona, 276.
Clarence Hill, 49.
Clarence, Duke of (King William IV), 206.
Clarendon, 258.
Clarendon Park, 257.
Clarke, Sir Charles P., 84.
Clarke, Sir Simon, 292.
Clarkson, Thomas, 33.
Climate (*and see under different places*), 3.
Clonbrook, 373.
Clothes required, 15.
Coaling, 165, 170.
Coast Road, Dominica, 243.
Cobre, Cuba, 358.
Cocal, the, Trinidad, 135.
Coche, 406.
Cochrane, Admiral Sir Alexander, 306, 325.
Cockburn, Sir Francis, 67.
Cockburn, Sir James, 49.
Cockpit Country, 289, 290.
Cocoa, 112, 136 143, 151, 253, 361, **432–433**.
Coco-nuts, 252, 253, 390.
Cocos Bay, Trinidad, 135.
Codrington, Christopher, 90.
Codrington, Colonel, 209.
Codrington College, Barbados, 90–93.
Codrington family, 207.
Codrington Village, Barbuda, 209, 210.
Coffee, 234, 252, 253, 309, 329, 361.
Coffee, Blue Mountain, 276.
" Coffey " Still, 431.
Cohune ridges, 389.
Coke, Doctor, 267.
Coke Chapel, Kingston, 267.
Colbeck, Col. John, 281.
Colbeck Castle, 285.
Cole, Mr. Tennyson, 267.
Cole's Cave, Barbados, 103, 104–105.
Coleridge, Bishop, 84, 91, 92, 382.
Collet, Sir Wilfred, 371, 391.
Collings, Mr. Jesse, 260.
Collins, Rev. William, 264.
Colomer, Mr. Joaquim, 136.
Colon, 396, 400, 409, 410, 412, 413, **414–415**.
Colon Park, Cuba, 349.
Colonial and Indian Exhibition, 1886, 227.
Colonial Bank, the, 11.
Colson, William C., 57.
Colombia, Republic of, 396, 397, 405, 409, 411, 412.
Columbus, Christopher, 19, 141, 284, 287.
Bones of, 352, 367.
First Voyage of Discovery, 62, 342, 362.
Second Voyage, 196, 212, 223, 229, 231, 236, 248, 254, 303, 308, 319, 325, 330.
Third Voyage, 113, 152, 181, 370, 396.
Fourth Voyage, 167, 299, 310, 390, 410.
Statues of, 67, 120, 334, 350, 406, 414, 415.
Columbus, Diego, 254.

Combermere, Lord, 84, 100.
Combermere School, Barbados, 84.
Commerce Bight, 395.
Compagnie Universelle du Canal Interocéanique, 411.
Concepcion, 152.
Conchs, 6, 295.
Conil, Mont, 309.
Conquerabia, 120.
Constanza Valley, 366.
Cookman, Mr. N. G., 249.
Coomacka, 374.
Cooper's Island, 40.
"Copey," 355.
Copper mines, 249.
Cordeaux, Sir H. E. S., 63.
Cordova, Fernandez de, 420.
Corentyn River, 368.
Cork, Mr. P. C., 168.
Coropomeina, Chief, 404.
Costa Rica, 408.
Cottley, Charles T., 82.
Cotton, Sea Island, 72, 187, 195, 200.
Cotton Industry, the, **434**.
Cotton Factory, Antigua, 200.
Cotton Ginnery, St. Vincent, 186.
Cotton Tower, Barbados, 88.
Courland, Duke of, 144.
Courland River, Tobago, 142.
Courteen, Sir William, 74, 105.
Couva, Trinidad, 136.
Cowell's Battery, 320, 324.
Cox, Sir Charles T., 214.
Crab Island, 246, 329.
Cracroft, Commodore, 271.
Craig, Mr. Cunningham, 72, 141.
Crane, the, Barbados, 76, 94.
Craskell, 277.
Creole, definition of, 36.
Cristobal, 415.
Crittenden, Colonel, 346.
Cromwell, Oliver, 35, 254, 281.
Crooked Island Passage, 59.
Cruise of the Midge, 30, 268.
Crusoe, Robinson, 141, 146.
Crystal Caves, 54.
Cuba, 340–358.
Accommodation in, 343.
Area of, 340.
Books on, 29.
Climate of, 342.
Clubs, 353.
Communication, Means of, 343.
Constitution of, 342.
Discovery and history of, 342.
Divisions of, 340, 341.
Cuba—*continued.*
Exports, 341.
Financial Condition of, 341.
General features of, 340.
Industries, 341.
Population of, 36, 340.
Principal sights in, 344–358.
Railways, 343, 344.
Slaves emancipated in, 34.
Trade, Direction of, 341.
Cuba Submarine Cable Co., 30.
Cubagua, 406.
Cucaracha Slide, 418.
Cul-de-Sac River, 165.
Cul-de-Sac Valley, 174.
Culebra, 246, 329.
Culebra Cut, 410, 412, **417**.
Culebra Island, Panama, 409, 422.
Cumberland, Earl of, 330.
Cumberland Bay, 358.
Cuna Cuna road, 294.
Cundall, Mr. Frank, 28, 267, 268, 284, 289.
Cunningham Hospital, St. Kitts, 216.
Cunningham, Lieut.-Gov., 216.
Curaçao, 335–337.
Currency, 10, 32, 454.
Curucuti, 398.
Customs duties, 25.
Cuyuni River, 368, 374, 384.

Daaga, 131.
Dalling, Elizabeth, 271.
Dalrymple, Major-General, 182.
Damuji River, 356.
Danish West India and Guiana Co., 319.
Darien, 396, 410.
Darrell, Rev. J. H., 190.
Darwent, Walter, 436.
"Dauntless Island," 383.
Davers, Admiral, 271.
Davidson - Houston, Lieut.-Col. W. B., 168, 231.
Davis, Bishop, 224.
Davis, Mr. N. Darnell, 85.
Davison, Newman & Co., 439.
Davson, Sir Edward, 438.
Davson, Sir Henry Katz, 382.
Deane, Richard, 105.
Debray, Vital, 312.
de Crespigny, Capt. A. J., 274.
De Grasse, Count, 167, 175, 213, 214, 216, 220, 236, 243, 308, 311.
De Guichen, Admiral, 245.

De Kinderen, 373.
de Lesseps, Ferdinand, 411, 414, 415, 420.
Defiance, the, 399.
Defoe, Daniel, 141.
Del Garno, Captain, 204.
Demerara crystals, 429.
Demerara River, 368, 372, 382.
Denmark cedes Virgin Islands, 320.
Dennery, St. Lucia, 165, 174.
de Pass, Mr. E. A., 259.
de Ponti, M., 397.
Desirade, 308.
D'Esnambuc, M., 152, 196, 213.
"Desolation," Valley of, 242.
Dessalines, General, 363.
d'Estaing, Count, 153, 159, 167, 173 *et seq.*
D'Estrées, Count, 144, 167.
Deveaux, Colonel, 62, 68.
Devil's Hole, 53.
"Devil's Wood-yard," the, 138.
de Wolf, Dr., 437.
Diabolo, Mount, 285.
Diablotin, Morne, 233.
Diadème, the, 244.
Diamond, the, 382.
Diamond Island, Grenadines, 150.
Diamond Rock, Story of, 177, 178, 317.
Diamonds in British Guiana, 369.
Dieppe Bay, St. Kitts, 219.
Dillon, Count, 153.
Direct West India Cable Co., 30, 45.
Direct West India Mail Service, 433.
Distances by steamship routes, Table of, 24.
"Doctor," the, 261.
Doctor's Cave, 288.
Dodan Pond, 218.
Dod's Reformatory, Barbados, 96.
Dolé, 304.
Dome, the, 289.
Dominica, 233–245.
Accommodation in, 237.
Administrators of, since 1899, 237.
Area and population, 233.
Books on, 29, 242.
Caribs in, 32, 236, 245.
Climate of, 235.
Club, 238.
Communications, 237.
Constitution of, 237.
Dominica—*continued.*
Discovery and history of, 236.
Exports, 1920, 235.
Financial condition of, 235.
General features of, 233–234.
Industries of, 234.
Motto of, 233.
Name, Origin of, 233.
Principal sights in, 238.
Trade, Direction of, 235.
Dominican Republic, *see* Santo Domingo.
Don Christopher's Cove, 254.
Dorsetshire Hill, St. Vincent, 189.
Dorsetshire Regiment, 205.
Doubloons, 10.
Dougal, Mr. Robert, 208.
Dougaldston, Grenada, 156.
Downing, Captain Geoffrey, 208.
Dow's Hill, 205.
Doyley, Colonel, 281, 284.
Drake, Sir Francis, 33, 246, 330, 397, 399, 400, 402, 404.
Drake's Spit, 402.
Drayton, Mr. Edward, 237.
Dromedary, H.M.S., 119.
Droughts, 196.
Drummond, Colonel, 168.
Dry Harbour, 284.
du Casse, M., 265.
Du Parquet, Governor, 152, 153 167.
Dudley, Lord, 260.
Duke of Cornwall's Light Infantry, 237.
Dulcina, 207.
Dundas, Lieut.-Governor, 184.
Dundonald, Earl of, 437.
Dunlop, Brigadier-General, 206.
Dunmore, Earl of, 66, 69.
Dutch Standard, the, 428.
Dutch West India Co., 339, 371.
D'Warris, Dr. Fortunatus, 266.

Eagle House, 282.
Earl, Mr. R. S., 249.
Earthquakes, Jamaica, 1907—260, 266, 267, 271; 1692—260, 268, 271, 272.
La Guaira, 1812—407.
East Asiatic Co., 318.
East Surrey Regiment, 184.
East Yorkshire Regiment, 221.
Edinboro Bay, 187.
Edinburgh, Duke of, 47, 65, 108, 124.
Edward VII, King, 271, 439.

Edwards, Bryan, 26, 156, 271, 284.
Effingham, Earl of, 280.
Egerton, Sir Walter, 371, 379.
Eileen, Auxiliary Yacht, 168.
El Alto, 408.
El Caney, 357.
El Cayo, 394.
El Dorado, 370.
El Rincón, 398.
El Tucuche, Trinidad, 111, 134.
Elders & Fyffes, Ltd., 20, 31, 408, 433.
Elgin, Earl of, 281.
Elliott, Captain Charles, 48.
Emancipation Park, 321.
Emes, Lieut.-Colonel, 239.
Enciso, Martin de, 410.
English Cay, 389, 393.
English Harbour, 194, 202–205.
Enmore, British Guiana, 373.
Enriquillo, Lake, 366.
Epitaphs, 55–57, 83, 85–87, 91, 92, 98, 201, 228, 272.
Erin Bay, Trinidad, 111, 141.
Escobar, 351.
Esquemeling, 423.
Esquivel, 254.
Essequibo River, 368, 374, 384.
Etaballi Falls, 384.
Eugénie, Empress, 414.
Euryalus, H.M.S., 108.
Ewarton, 258, 285.
Everard, Mount, 374, 385.
Expenses, 9.
Exuma Cays, 70.
Eyre, Governor, 292.

Fahie, Commodore, 204.
"Fallen Jerusalem," 247.
Falmouth Harbour, Antigua, 195, 203, 206.
Falmouth, Jamaica, 284, 292.
Farley Hill, Barbados, 107.
Farquharson, General, 171.
Farquharson, Mr. A. W., 261.
Faulknor, Captain Robert, 306, 312.
Favourite, H.M. Sloop, 204.
Fédon, Julien, the rebel, 151, 153, 161.
Fer-de-lance snake, 177.
Fergusson, Sir James, 271.
Fern Caves, 54.
Fern Gully, 284, 285.
Fernandez, Juan, 62.
Ferry Inn, 276, 277.
Field, Bishop, 49.
Fiennes, Sir Eustace, 198.
Fig Tree Hill, 202.
Fish, 6, 118.
Fishing, 118, 209.
Fitton, Lieut. Michael, 269.
Fitzherbert, Sir Hugo, 108.
Fitzwilliam, Governor Richard, 67.
Five Islands, Trinidad, 115, 119, 129.
Five Islands Bay, Antigua, 196.
Flamenco, 409, 422.
Flatt's Village, Bermuda, 44, 52.
Flaxman, John, 261, 292.
Flying fish, 19, 22, 94, 107.
Food, 6.
Foraker Bill, the, 333.
Formidable, H.M.S., 244, 280.
Fort Island, 370.
Forts:
Atares, 346.
Barrington, Antigua, 199.
Barrington, Montserrat, .
Bourbon, 311.
Charles, Jamaica, 274.
Charlotte, Bahamas, 66, 69.
Charlotte, St. Vincent, 180, 188.
Cunningham, Bermuda, 55.
Denmark, Barbados, 107.
Desaix, 311.
Duvernette, St. Vincent, 188.
Fincastle, 68.
Fleur d'Epée, 307.
George, Bermuda, 55.
George, Grenada, 158.
George, Trinidad, 130.
Great George, Antigua, 203.
Hospital Hill, Grenada, 159.
James, Antigua, 199.
Kendal, 102.
King George, Tobago, 145.
La Fuerza, 350.
La Punta, 346.
Louis, Martinique, 311.
Louis, Tobago, 142.
Matthew, Grenada, 160.
Maycock's, Barbados, 107.
Montagu, 67, 68.
Nassau, 65.
Old, Bahamas, 67.
San Fernando, .
San José, 402.
Rodney, St. Lucia, 175.
Royal, Grenada, 156.
St. Anne's Castle, 87.
St. George, Grenada, 155, 160.
St. George, Montserrat, 233.

Forts—*continued.*
St. George, Trinidad, 120.
Wellington, British Guiana,373.
William Frederick, British Guiana, 376, 379.
Windsor, Jamaica, 284.
Young, Dominica, 239.
Fort-de-France, 309, 311–313.
Fortuné, Morne, 168, 170, 172.
Foudroyant, the, 203.
Four Paths, 257.
Fowle, Dr. William, 288.
Fraser, General, 220, 221.
Fraser, John, 270.
Fraser, John Foster, 417.
Frébault, General, 306.
Frederiksted, 325.
Freeman, Captain, 316.
Freeman, Humphrey, 281.
Freemasonry, 37, 66, 199.
French in St. Lucia, the, 167, 176.
French in Tobago, the, 144, 145.
French West India Company, 153, 167.
Frenchmen's Hill, 322, 324.
Freshwater Lake, Dominica, 241.
Froude, J. A., 26, 107, 183.
Fruit and vegetables, 7, 8.
Fyzabad district, Trinidad, 138, 437.

GAGE'S SOUFRIÈRE, 232.
Gaillard, 410, 417, 418.
Gaillard, Lieut.-Col. D. D., 418.
Galdy, Lewis, 272.
Galeota, Cape, 113.
Gallows' Island, 53.
Gallows' Point, Jamaica, 274.
Ganson, William, 405.
Gaspar Grande, Trinidad, 114,128
Gasparee, Trinidad, 115, 118, 128.
Gates, Sir Thomas, 46.
Gatun, 400, 410, 413, **416**.
Geflowski, E. E., 266.
George of Wales, Prince (now King George V), 46, 93, 108, 133, 138, 160, 204.
Georgetown, British Guiana, 371, **375–381**.
Georgetown, Grand Cayman, 298.
Georgetown, St. Vincent, 192, 193.
Gibbons, Sir John, 107.
Gibbs Hill, 46, 51.
Gilbert, Mrs., 200.
Gill, Thomas, 82.
Gillespie Bros & Co., 225.
Glorieux, the, 244.
Gluck Island, 376.
Goat Hill, Antigua, 198.
Goat Island, Tobago, 147.
Godets Island, 40.
Goff's Cay, 395.
Gold in British Guiana, 369. 384, 385.
Gold Hill, 419.
Gold Road, the, 411.
Golden Grove, British Guiana,373.
Golden Grove, Jamaica, 293.
"Golden Rock," 338, 339.
Goodsonn, Vice-Admiral, 281.
Gorda Sound, 247.
Gordon, Hon. Alex., 232.
Gordon, Sir Arthur, 126.
Gordon, George William, 292.
Gordon, Mr. W. Gordon, 125.
Gordon Town, 275.
Gourbeyre, Admiral, 307.
Gouyave, Grenada, 150, 153, 154, 162.
Gossypium barbadense plant, 434.
Grainger, James, 226.
Granada, New, 397, 411.
Granadine Confederation, 411.
Grand Ance Bay, Grenada, 159.
Grand Bahama, 60.
Grand Bourg, 308.
Grand Carenage, Carriacou, 150, 164.
Grand Cayman, 298.
Grand Cul-de-Sac Bay, 167, 174, 305.
Grand Etang, the, Grenada, 150, 160.
Grand Terre, 302.
Grand Turk, 294, 297.
Grand Turk Passage, 294.
Grange Lane, 257.
Grant, Sir John Peter, 260, 268, 280.
Granville, Sir Bevil, 87.
Grape-fruit, 70, 359.
Grappler, Cable Ship, 315, 316.
Grassy Bay, 41, 46.
Grau, Señora de, 357.
Graves, Admiral, 244.
Great River, Grenada, 150.
Great River, Jamaica, 289.
Greaves, Mr. Charles C., 223.
Green, Commander, 262.
Green bitters, 9.
Green Hole, Grenada, 156.
Greenheart Camp, 384.
Greenvale, 257.
Greenwich Jamaica, 275.

Greenwich Park, British Guiana, 373.
Greenwood, Captain John, 301.
Gregory Park, 257.
Grenada, 149–164.
Accommodation in, 154.
Area and general features of, 149.
Botanic Station, 159.
Climate of, 152.
Clubs in, 155.
Communication, Means of, 154.
Constitution of, 154.
Discovery and History of, 152.
Exports, 151.
Financial condition of, 152.
Government House, 159.
Handbook of, 28.
Industries of, 151.
Parishes of, 150.
Population of, 149.
Principal sights of, 155.
Sport in, 155.
Trade, Direction of, 152.
Grenade Hall, Barbados, 108.
Grenadines, the, 150, 180.
Grenville, Grenada, 150, 153, 154, 162.
Grenville, Lord, 33.
Grenville, Sir Richard, 18.
Grey, Sir Charles, 303, 305, 310, 311.
Grey, Sir Edward, 426, 427.
Grey-Wilson, Sir W., 63, 65.
Griffiths, T. Risely, 214.
Gros Islet, St. Lucia, 164, 165, 167, 175, 243.
Gros Piton, St. Lucia, 165, 176.
Grouper's Grotto, 53.
Guadeloupe, 302–309.
Accommodation and clubs in, 304.
Area and Population of, 302.
Books on, 30.
Climate of, 303.
Communication, Means of, 304.
Constitution of, 303.
Dependencies of, 307–309.
Discovery and History of, 303.
Financial condition, 302.
Industries of, 302.
Name, Origin of, 310.
Guanajay, 353, 355.
Guantanamo, 342, 358.
Guaracare River, Trinidad, 111.
Guayaguayare Bay, Trinidad, 111, 135, 437.
Guérin Estate, 315.
Güira, 355.
Gulf Stream, 59.
Gun Hill, Barbados, 103.
Gunthorpe's Central Sugar Factory, 202, 206.
Gurney, Hon. Frank, 151.
Gustavia, 309.

HACIENDA, THE, 405.
Hackleton's Cliff, Barbados, 89, 107.
Haggard, Mrs. Godfrey, 357.
Hague, British Guiana, 373.
Haiti, 360–366.
Area and Population of, 360.
Books on, 29.
Climate of, 362.
Communication, Means of, 363, 364.
Constitution of, 363.
Discovery and History of, 362.
Financial Conditions of, 361.
Industries of, 361.
Principal sights in, 365.
Railways of, 361.
Hakewill, 287, 291.
Hakluyt, Richard, 247.
Halfway Tree, 270, 271.
Halifax and Bermudas Cable Co., 45.
Halkett, Governor, 67.
Hall, Jasper, 267.
Hamburg-Amerika Line, 318, 322.
Hamilton, Alexander, 224, 326.
Hamilton, Bermuda, 40, 44, 46.
Hamilton, General, 213.
Hamilton, Governor Henry, 47.
Hamilton, Mrs. K. B., 159.
Hamilton, Robert, 266.
Hampton, Jamaica, 286.
Harcourt, Robert, 226.
Hardwar Gap, 276.
Harewood, Earls of, 82.
Harrington Sound, 53.
Harris, Lord, 123, 137.
Harris Village, Montserrat, 232.
Harrison College, Barbados, 84.
Harrison Steamship Line, 31.
Hartlands, 257.
Harvey, Admiral, 114, 133, 330.
Hastings, General Russell, 42.
Hastings Rock, Barbados, 87.
Havana, 342–353.
Hawkins, Sir John, 33, 330, 399.
Hay, Mr. John, 161.
Hayes, Bishop, 123.

Hayland, Christopher, 57.
Haynes, Mr. Robert, 89.
Haynes-Smith, Sir William, 217, 240.
Hayward, Henry Hall, 57.
Hazell, Hon. J. G. W., 186.
Headquarters House, 267.
Health, 5.
Healthshire Hills, 259.
Heath, Josiah, 88.
Hemming, Sir Augustus, 255.
Henderson, Lieut.-Col. Patrick, 86.
Henriques, Mr. Rudolph, 267.
Heredia, Pedro de, 400.
Herschel, A. E., 267.
Hewanorra, Motor-boat, 169.
Hibbert, Thomas, 267.
Highgate, Jamaica, 258.
Hill, Sir Dudley, 176.
Hill, Mr. Robert T., 340.
Hillaby, Mount, 71.
Hillsborough, Carriacou, 164.
Hime, Lieut., 54.
Hirst, Dr. G. S., 297, 299.
Hislop, Sir Thomas, 122, 130.
Hispaniola, *see* Haiti.
Hobson, Lieut., 342, 356.
Hodges, John, 285.
Hodgson, Sir Frederic, 371, 382.
Hog Island, Bahamas, 69.
Hole Town, Barbados, 74, 105.
Hollymount, 255.
Holmes, Rear-Admiral Charles, 271.
Holmes, Sir Robert, 198.
Home, Lieut.-Governor Ninian, 153, 158, 161.
Hondo River, 389.
Hood, Admiral Sir Samuel, 144, 178, 213, 216, 220, 244.
Hope Bay, 258.
Hope Gardens, 275.
Hope River, 292.
Hope Sugar Estate, 275.
Hopewell Estate, 284.
Hornet, H.M.S., 206.
Horqueta 404.
Hospital Hill Grenada, 153, 159.
Hotel Colonial, Nassau, destroyed by fire, 65.
Houel, 167.
Houston, Plantation, 381.
Howard, W. M., 82.
Howley, Archbishop, 92.
Huevos, 110, 115, 119, 129.
Huggins, Mr. H. C., 228.
Huggins, John, 224, 225.
Huggins, Hon. P. T., 228.
Hughes, Mr. George, 431.
Hughes, Rev. G., 89.
Hugues, Victor, 153, 161, 168, 236, 303, 306.
Humboldt, Baron Friedrich von, 404.
Hurricanes, 4, 83, 85, 95, 113, 143, 152, 184, 186, 197, 231, 239, 244, 248, 280, 296, 297.
Hutson, Sir Eyre, 391.

Ilet à Ramiers, 312, 316.
im Thurn, Sir Everard, 385–388.
Imperial Department of Agriculture, 133, 439.
Imperial Road, 234, 243.
Imray, Dr. John, 234, 239.
Inchiquin, Earl of, 281, 282.
Indentured immigration, 34, 35, 110.
Indian immigration, 34, 138, 368.
Indian Warner, 206.
Inquisition, the, 403.
Institute of Jamaica, the, 267.
Insurance, 12.
Ipswich, Jamaica, 257, 287.
Ireland Island, Bermuda, 40, 41, 45, 49, 50.
Ireng River, 368.
Irving, Washington, 67.
" Isles of Devils," 43.
Isthmian Canal Commission, 415.
Isthmus, the, *see* Panama.

Jackson, Bishop, 200.
Jackson, Colonel, 254.
Jacques, John, 266.
Jamaica, 251–294.
Accommodation in, 255.
American loyalists in, 35.
Area and Population of, 251.
Books on, 27.
Chinese in, 35.
Climate of, 254.
College, 275.
Communication, Means of, 256.
Constitution of, 255.
Counties of, 252.
Dependencies of, 251, 294–301.
Discovery of, 254, 284.
East Indian immigrants, 34.
Exports of, 253.
Financial condition of, 253.
General features of, 251.
Government Railway, 257, 258, 264.

Jamaica—*continued.*
Governors of since 1898, 255.
Heraldic arms of, 281.
History of, 254.
Industries of, 252.
Mineral Springs, 286.
Motto of, 251.
Public Buildings, 263.
Sport in, 258.
Syrians in, 36.
Tourist Association, 264, 276.
Trade, Direction of, 253.
Jamaica Imperial Association, 264.
James, Bishop Charles, 326.
James I, and Barbados, 73, 81, 105.
Jamestown, Barbados, 74, 105.
Jarabacoa, 366.
Jarvis, Mr. T. L. H., 249.
Jasper Hall, 267.
Jeaffreson, Squire, 21.
Jeffery, the marooned sailor 247.
Jenman, G. S., 380.
Jervis, Admiral (Lord St. Vincent), 168, 172, 303, 305, 310, 311.
Jew's Burial Ground, 228.
John Brewer's Bay, 324.
John Crow House, 282.
John's Hall Dam, 289.
Johnston, Sir Harry, 285, 366.
Jones, Bishop, 48.
Jones, Sir Alfred, 260, 433.
Jones, Mrs. Woodgate, 379.
Jordan, Edward, 266.
Josef de Oruña, Don, 131.
Josephine, Empress, 309, 310, 312.
Joseph's History of Trinidad, 113, 131.
Jost Van Dyke, 246.
Joyce's Caves, 53.
Judlee, Captain, 167.
Jules, King Coriette, 245.

Kaieteur Fall, 368, **385**.
Kartabo, 384.
Keane, General Sir John, 284.
Keith, Minor C., 408.
Keith, Sir Basil, 281.
Kendal, 257.
Kendal, Governor James, 102.
Kent, Duke of, 168, 172.
Kerr, John E., 289.
Kerr, Mrs. S. N., 288.
"Kick-em-Jenny" Island, 151.
"Kill-devil," 431.
King's House, Kingston, 271.
King's House, Spanish Town, 277.
Kingsley, Charles, 28, 93, 114, 126, 210, 405.
Kingston, Jamaica, 252, 255, 257–272, 301.
Kingstown, St. Vincent, 179, 182–187.
Kirvan, Patrick, 201.
Kitchener, Sir F. W., 56.
Kitchin, George Herbert, 83.
Kitty, Plantation, 373, 380.
Knollys, Sir Courtenay, 198.
Knowles, Admiral Charles, 289.
Kuribong River, 368.
"Kyk-over-al," 370, 371, 384.

La Brea, Trinidad, 139, 437.
La Fortunée Estate, Trinidad, 137.
"La Grange," 237.
La Grange, General, 236, 240
Labat, Père, 26, 79, 157, 238.
Labba, 6, 7.
L'Abime, 241.
Laborie, Baron de, 168, 170, 176.
Laborie, St. Lucia, 168, 176.
Labour supply, 34.
Ladies' Self-Help Association, 379.
Laffan, Sir Robert, 49.
Laffoon family, the, 232.
La Guaira, 396, 407.
Laidlaw, Hon. James, 239.
Laing, Malcolm, 265.
Lake Antoine, Grenada, 160.
Lake, Captain, 247.
Lake, Captain Jacob, 228.
Lamaha Canal, 377.
Lampsius, Cornelius, 144.
Land crabs, 6, 393.
Langley, Major John, 239.
Language, 38, 336.
Laguna Grande, 406.
Las Casas, Governor, 342.
Las Cuevas Bay, Trinidad, 111.
"Las Tortugas," 299.
Laudat, 242.
Laundry, 39.
Laurel Ditch, 346.
Lavington, Lord, 201.
Lawes, Hon. James, 271.
Lawrence, Custos James, 289.
Lawrence, Mr. W. F., 288.
Layou, St. Vincent, 191, 192.
Layou Flats, Dominica, 234, 243.
l'Echelle, 304.

Leclerc, General, 363.
Lefroy, Sir John, 55.
Leguan, 383.
Le Hunte, Sir George, 437.
Lee, Peter, 202.
Leeward Islands, **194–250**.
  Area of, 194.
  Constitution of, 197.
  Governors of since 1904, 198.
  Name, 1.
  Presidencies of, 194.
Leigh, Sir Oliph, 73.
Leon, Juan Ponce de, 330.
Leonora, 373.
Lewis Gully, Barbados, 104.
Lewis, Mr. J. C., 89.
Lewis, Monk, *Journal* of, 21.
Leyborne, Governor William Leyborne, 184.
Lichfield, 373.
Lightbourn, Mr. J. N., 324.
Ligon, Richard, his History of Barbados, 102, 105.
Liguanea, 260, 271.
Lilly, Col. Christian, 264.
Limes, 151, 165, 230, 234 *et seq.*, 359.
Limon, Port, 399, 408.
Linnaeus, 432.
Linstead, 258.
Lipscomb, Bishop Christopher, 271.
"Little Bristol," 107.
Little Cayman, 298.
Little Tobago, 145, 147.
Llewelyn, Sir Robert, 154.
Lloyd, Mr. C. A., 388.
Lobb, Hon. R. Popham, 182.
Lockhart, Mr. David, 126.
Logwood, 253, 390.
Lompré, M., 176.
Long, Samuel, 281.
Long Bay, Barbados, 95.
Long's *History of Jamaica*, 27, 277.
Lopez, 346.
Loraine, Admiral Sir Lambton, 356, 357.
Lord's Castle, Barbados, 95.
Los Indios, 359.
Losada, Diego de, 407.
Loubière, Bar gate of, 240.
l'Ouverture, Toussaint, 363.
Low Point, 189.
Lowendahl, 173.
Lubbock, Sir Nevile, 137.
Lucas, Hon. Nathan, 96–102.
Lucas, Hon. William, 160.
Lucea, 292.
Luffman, 203.
Luggage, 14.
Lum, Mr. Lee, 436.
Lynch, Hon. J. B. A., 82.
Lynch, Sir Thomas, 281.
Lyon, Sir James, 82.
Lyttelton, Lady Catherine, 280.
Lyttelton, Sir Charles, 280, 282.
Lyttelton, Governor W. H., 277, 278.

Macartney, Lord, 159.
McConnell, Mr. F. V., 388.
Macfarquar, Dr. George, 287.
Mackay, Mr. A. R., .
Macqueripe Bay, Trinidad, 111, 128, 129.
Mace, *see* Nutmegs.
Madruga, 353.
Mafolie, 321, 322.
Magdalena, River, 396, 402, 406.
Maggotty Falls, 252, 257, 287.
"Magnificent Province," 376.
Mahaffy, Mr. Arthur, 237.
Mahaica, 373.
Mahaicony, 373.
Mahan, Captain, 213, 409.
Mahogany, 390, 394.
Main Island, Bermuda, 40, 43, 46.
Maine, Battleship, 342, 346.
Maintenon, Madame de, 310.
Maiquetia, 398.
Malaria, 5, 231.
Malecon, the, Cuba, 346, 349.
Malta, Knights of, 325.
Malvern, Jamaica, 255, 286.
Manatee, 395.
Man-o'-War Bay, Tobago, 142.
Manchester, Duke of, 286.
Manchioneal, 293.
Mandeville, 255, 286.
Mangrove Bay, 45, 50.
Manjak, 72, 137.
Manning, Edward, 266.
Manning, Sir William, 255, 271.
Mansion House Funds, 192, 260.
Mantanzas, 343.
Manzanillo Island, 414.
Maracas Bay, Trinidad, 111.
Maracas Fall, 134.
Maraval Reservoirs, Trinidad, 129.
Margarita, 406.
Marianao Beach, 353.
Marie Galante, 308.

Marie Louise, Princess, 123, 127, 266.
Marigot, Dominica, 245.
Marigot, St. Martin, 308.
Markham, Sir Clements, 245.
Marlborough, Earl of, 74.
Marley Castle, 289.
Maroon Town, 289, 290.
Maroon War, 289.
Maroons, the, 254, 283, 289.
Marr, Sir Henry, 67.
Marriaqua, 193.
Marryat, Captain, 158.
Marshall, Nathan, 245.
Martha Brae River, 252.
Marti, José, 349.
Martinique, 309–317.
Accommodation in, 311.
Area and Population of, 309.
Books on, 30.
Climate of, 310.
Communication, Means of, 311.
Constitution of, 310.
Discovery and History of, 310.
Industries of, 309.
Name, Origin of, 310.
Mason Hall, Tobago, 147.
Matanzas, 353, 355.
Matthew, Governor, 205.
Matura Bay, 135.
Maurice, Lieut. J. W., 178, 317.
Mavis Bank, 276.
May, Henry, 43.
May, Rev. William, 266.
"May dust," 71, 191.
May Pen, 257, 285.
Mayagüez, 330, 333, 334.
Mayaro Bay, Trinidad, 135.
Mayreau, 180.
Mazan, Don José, 133.
Mazaruni River, 368, 384.
Meadows, General, 173, 174.
Meals, 9.
Medical service, 5.
Melville, Governor Robert, 156.
Merewether, Sir Edward, 198.
Merlin, H.M.S., 391.
Merrifield, Ralph, 213.
Merrimac, Battleship, 342, 356.
Merwar's Hope, 213.
Mesopotamia Valley, St. Vincent, 193.
Messervy, Mr. C., 171.
Metcalfe, Sir Charles, 261, 275, 285.
Mevis, 222.
Mico, Sir Samuel, 270.
Mico College, 270.
Micoud, St. Lucia, 177.
Middle Island, 222.
Miles, General, 330.
Milk River, 256, 285.
"Millions" fish, 186.
Milner, Viscount, 133.
Miraflores, 410, 418.
Mitchell the Hermit, 147.
Modyford, Sir Thomas, 281.
Molascuit, 369, 431.
Moloney, Sir Alfred, 125, 154.
Molyneux, 219.
Mona Passage, 328.
Monckton, General, 167, 181.
Moneague, 256.
Money, *see* Currency.
Money orders, 32.
Monks Hill, 203.
Monkey Hill, 217.
Monkey River, 389.
Monos, 110, 115, 119, 129.
Monserrate Hermitage, 353, 354.
Montagu, Duke of, 68, 167, 181.
Montego Bay, 257, 259, 283, **287.**
Monte Lirio, 417.
Montgomery, Earl of, 143.
Montpelier, Jamaica, 256, 257, 287, 289.
Montpelier, Nevis, 227.
Montserrat, 229–233.
Accommodation in, 231.
Climate of, 4, 231.
Commissioners of, since 1887, 231.
Discovery and History of, 231.
Financial condition of, 230.
Industries of, 230.
Irish prisoners sent to, 35, 230.
Principal sights in, 231.
Montserrat district, Trinidad, 136.
Moore, General Sir John, 168, 172.
Moore, Governor, 57.
Moore, Lieut.-Gov. Henry, 277.
Moore, Richard, 43.
Moore, Tom, 54.
Moore Town, 283.
Morant Bay, 292.
Morant Cays, 300–301.
Morawhanna, 374, 385.
Morgan, Colonel, 213.
Morgan, Sir Henry, 213, 255, 400, 421, 422.
Moriah, Tobago, 142.
"Morne," Meaning of, 170.
Morne des Sauteurs, Grenada, 153.
Morne Fédon, Grenada, 161.

Morne Savon, 305.
Morris, Sir Daniel, 159.
Morro, Meaning of, 345.
Morro Castles, Cuba, 344, 356.
Morro Castle, Porto Rico, 333.
Moruga Bay, Trinidad, 111.
Moskito Bay, 324.
Mosquito Coast, 391.
Mosquitoes, 16, 186.
Anopheles and Stegomyia, 5.
Motoring, 12.
Mount Hillaby, Barbados, 71.
Mount Langton, Bermuda, 49.
Mount Misery, 217.
Mount Nevis, 228.
Mount Sage, 246.
Mount St. Andrew, 187.
Mount St. Catherine, Grenada, 149.
Mount Sinai, Grenada, 150.
Mud volcanoes in Trinidad, 138.
Mulberry Garden, 282.
Muralla de las Bovedas, 403.
Murray, George, 287.
Murray, Hon. Gideon, 168, 182.
Muscovado sugar, 429, 430.
Musée l'Herminier, 306.
Musgrave, Mrs., 201.
Mustique, 180.
Myranda Hill, 287.

"Nancy," Brig, 268.
Naos, 409, 422.
Naparima district, Trinidad, 137.
Narrows, the, Bermuda, 41, 46.
Narrows, the, St. Kitts, 211.
Nassau, Bahamas, 64–67.
Nassau, Berbice, 382.
Navy Island, 283.
Needham's Point, Barbados, 78, 87.
Nelson & Sons, Messrs., 134.
Nelson, Lord, 83, 130, 202, 206, 245, 274.
Marriage of, 227.
Statue of in Bridgetown, 80.
Nelson's Quarter Deck, 274.
Nelson's Watering-place, 227.
Nevis, 222–228.
Books on, 29, 226.
Climate of, 223.
Constitution of, 223.
Discovery and History of, 223.
Industries of, 223.
Irish prisoners sent to, 35.
Name, Origin of, 223.
Principal sights in, 224–228.
Nipe Bay, 358.
New Amsterdam, 373, 374, 381–382.
New Granada, 397, 411.
New Panama Co., 412.
New Providence, Bahamas, 59, **64-69,** 144.
New Trinidad Lake Asphalt Co., 139.
New Walcheren, 141.
Newcastle, Jamaica, 275.
Newcastle, Nevis, 228.
Nicaragua, 411, 412.
Nicholls, Dr. H. A. Alford, 236, 242.
Nicholls, Morne, 242.
Nicholson, Sir Charles, 263, 271.
Nicolay, William F. S., 239.
Nicuesa, Diego de, 396, 410.
Niobe, H.M.S., 356, 357.
Nisbet, Josiah, 227.
Nisbet, Mrs. (Lady Nelson), 227.
Nisky, 323, 324.
Nombre de Dios, 397, 399, 410.
Nonpareil, 373.
Norman Island, 250.
North America and West Indies Station, 41, 49, 50.
North Rock, Bermuda, 46.
Nova Scotia, Bank of, 11.
Nueva Andalucia, 410.
Nueva Gerona, 359.
Nugent, Dr. Nicholas, 436.
Nugent, Lady, 28, 277.
Nutmegs, 151, 163.

Ocho Rios, 284, 285.
Odley, Mrs. Elizabeth, 201.
O'Donnell, Governor-General, 345.
Oil, *see* Petroleum.
Oistin's Town, Barbados, 102.
Ojeda, Alonso de, 396, 410.
Old Harbour, 257.
Old Man's Bay, 300.
Oldmixon, John, 241.
Oliph Blossome, the, 73, 105, 106, 167.
Olivier, Sir Sydney, 255, 263.
Omai, 384.
O'Neil, General, 391.
Oracabessa, 283.
Orange Bay, 258.
Orange Town, 338.
Oranges, 252, 253, 359.
Orderson, Rev. T. D., 98–101.
Ordnance Island, 55.
Oregon, U.S. Warship, 412.

O'Reilly, General, 350.
Orinoco, the, 370.
Oropouche River, Trinidad, 111.
Ortoire River, Trinidad, 111.
Ottley Hall Estate, St. Vincent, 188.
Outfit, 14.
Ouvernard, Madame, 238.
Ovanda, Nicolas de, 330.
Owen, Captain, R.N., 51.
Oxford Point, 50.
Oxford Caves, 286.
Oysters on trees, 150, 288.

Pagerie, M. de la, 312.
Paget, Bermuda, 44, 45.
Painton, Captain Thomas, 213.
Pakaraima Range, 387.
Pakatuk Falls, 368.
Paleologus, Ferdinando, 88.
Palgrave, William Gifford, 234, 242.
Palisadoes, the, 252, 271, 274.
Pall Mall Square, St. Kitts, 216.
Palmer, Hon. John, 288, 291.
Palmer, Mrs., 291.
Palmer, Mrs. Rosa, 287, 288.
Palmyra, 291.
Pampatar, 406.
Panama, Old, 422–424.
Panama, Republic of, 396, 397.
Panama Canal, 409–424.
  Accommodation on, 412.
  Books on, 30.
  Communication, Means of, 412, 413.
  Construction of, 409, 415.
  Dimensions of, 410.
  History of, 410.
  Locks of, 416.
  Principal Sights, 414–424.
  Railway, 411, 413, 415.
  Territory of, 409.
  Traffic through, 419.
  Villages, 417.
Panama City, **419–422.**
Papain, 230.
Papiamento, 336.
Paraiso, 420.
Parasol Rock, Trinidad, 119.
Parcel post, 31.
Paria, Gulf of, 110, 119.
Parika, 373.
Parke, Governor, 197, 200.
Parry, Bishop, 84, 171.
" Partido " tobacco, 355.
Paso Real, 355.
Passports, 17.
Pater, Dutch freebooter, 404.
Paynter's Hill, 54.
Pedro Cays, 300–301.
Pedro Miguel, 410, 413, 418.
Peebles, Major H. W., 231, 249.
Pegasus, frigate, 206.
Pelée, La Montagne, 190, 243, 309, 314–316.
Pelican Island, Barbados, 78.
Pembroke, Earl of, 74.
Peña de Mora, 398.
Penn, Admiral, 254, 284.
Penston's Pond, 57.
Pepper-pot, recipe for, 7.
Perdrix, H.M.S., 204.
Perico Island, 409.
Peten, 394.
Peter Island, 247.
" Peter McGill," 418.
Peter's Mine, 384.
Peterson, Lieutenant, 204.
Pétion, Chief, 363.
Petit Martinique, 151.
Petit Piton, St. Lucia, 165.
Petit Trous Beach, Tobago, 146.
Petroleum, **436.**
  in Barbados, 72.
  in Trinidad, 112, 135, 136, 138, 139, 140, 436.
Phillipps, Capt. Samuel, 266.
Phillipsfield, 293.
Piccadilly, Antigua, 206.
Picton, Sir Thomas, 114, 122.
Pigeon Hill, Tobago, 142.
Pigeon Island, Martinique, 312.
Pigeon Island, St. Lucia, 165, 175, 243.
Pile, Hon. A. J., 82.
Pilgrim, Dr. Graham, 106.
Pilot Hill, Grenada, 162.
Pimento, 253.
Pinar del Rio, 343, 355.
Pinder, Rev. J. H., 91.
Pine, R. E., 280.
Pine-apples, 341, 355, 408.
Pines, Isle of, 340, **359.**
Pinzon, 370.
Pique, frigate, 305, 306.
Pitch Lake, Trinidad, 113, 139, 437.
Piton Flor, St. Lucia, 175.
Pitons, the, St. Lucia, 165, 176.
Pitt, Hon. Charles, 206.
Place de la Victorie, 306.
Plaisance, 373, 381.
Plantain Garden River, 252.

Plymouth, Montserrat, 230, 231.
Plymouth, Tobago, 142.
Pocock, Sir George, 342, 345.
Point Salines, Grenada, 163.
Pointe-à-Pierre, Trinidad, 136.
Pointe-à-Pitre, 302, 303, 305, **306**.
Pointe Baleine, Trinidad, 115, 128
Pointe Michel, 243.
Polk, President, 342.
Pomeroon River, 374.
Ponce, 330, 331, 332, 334.
Popa, the, 400, 403, 404.
Population, 32.
Porey Spring, Barbados, 108.
Port Antonio, 256, 258, 282, 283.
Port Delgada, 18.
Port Kingston, R.M.S., 260.
Port Louis, Grenada, 156, 157, 158.
Port Maria, 256, 283, 293.
Port of Spain, 111, 120–127.
Port Royal, 252, 254, 255, 263, 272–274.
Port Royal bell, the, 268.
Port Royal Mountains, 256.
Porters Wood, Barbados, 106.
Portland, Duke of, 283.
Portland Cave, 286.
Portlock, Captain Nathaniel, 185.
Porto Bello, 397, 398, 410, 411.
Porto Rico, 328–334
  Accommodation, 332.
  American settlers in, 36.
  Area and population, 328.
  Books on, 29.
  Climate of, 329.
  Clubs, 333.
  Communication, Means of, 330.
  Constitution, 333.
  Discovery and History of, 330.
  Financial condition of, 330.
  Industries of, 329.
  Principal sights of, 333, 334.
  Railway, 331, 332.
  Slavery abolished in, 34.
Ports Island, 40.
Portsmouth, Dominica, 245.
Porus, 257.
Post Royal, Grenada, 163.
Postal Orders, 32.
Postal services, 31.
Potaro River, 368, 385.
Potsdam, Jamaica, 286.
Potteries, Barbados, 94.
Powell, Lieut.-Governor J. E., 67.
Poyntz, Captain John, 146 *et seq.*
Poyntz, Major-General, 207.
Prado, the, Balboa, 424.
Prado, the, Cuba, 349.
Pratt, Mr. Henry, 92.
Prescott, General, 174.
Preston, Cuba, 358.
Previté, Mr. H. F., 139.
Prevost, Brigadier-General, 236.
Price, Deputy Commissary General, 239.
Priestman's River, 293.
Prickly heat, 15.
Prince Rupert's Bay, 234, 236, 243.
Prince's Building, Port of Spain, 124.
Princes' Town, Trinidad, 138.
Pringle, Sir John, 267.
Probyn, Sir Leslie, 255.
Prospect Hill, 53.
Providence, H.M.S., 185.
Providencia Sugar Factory 353.
Purchas' *Voyages*, 226.
Puerto Bueno, 284.
Puerto Cabello, 396, 397, **407**.
Puerto Colombia, 397, 398, 405.
Puerto Plata, 365.
Punta Gorda, 355.
Puruni River, 384.
Pym, John, 391.

"Queen Victoria's Pumps," 90.
Queen's Park, Bridgetown, 84.
Queen's Park, Grenada, 159.
Queen's Park, Trinidad, 124.
Queen's Royal College, Trinidad, 124.
Queen's Staircase, New Providence, 69.
Quinam Bay, Trinidad, 111.
Quelch, Mr. J. J., 388.

Ragged Point, Barbados, 96.
Rainy season, 4.
Raleigh, Sir Walter, 113, 131, 133, 370.
Ramsay, Major-General, 201.
Rat Island, 198, 199.
Rattigan, Mr. L. A., 271.
Rawle, Bishop Richard, 91, 93, 123.
Rawson, Sir R. W., 65.
Raymond, Colonel, 282.
Raynal, Abbé, 349.
Reading Stream, 289.
Redonda, 210.
Redonda Phosphate Co., 210.
Reeves, Sir Conrad, 82.

Reid, Governor William, 47, 48.
Reinagle, Mr. Philip, 122.
Religion, 36, 37.
Renown, H.M.S., 418.
Revenge, the, 18.
Reventazon, 408.
Reynolds, Lieut. R. C.,
Richelieu, Cardinal, 167.
Richmond, Jamaica, 258.
Richmond, St. Vincent, 192.
Richmond Hill, Grenada, 160.
Ridge, the, Antigua, 205.
Rio Bueno, 284.
Rio Cobre, 252, 282.
Rio Grande, 389, 395.
Rio Grande River, 252.
River Estate, Trinidad, 129, 130.
Rivers Island, 40.
Riversdale, Jamaica, 258.
Road Harbour, 246.
Roads, 12, 115, 147.
Roadtown, 246, 249.
Roaring River, 252, 284, 285.
Robinson Crusoe's Cave, Tobago, 146.
Robinson, Major-General Sir Frederick, 146.
Rock Fort, 292.
Rockstone, 383.
Roddam, S. S., 315.
Rodney, Admiral, 167, 170, 175, 185, 214, 243, 259, 261, 308, 339.
  Portrait of, 280.
  Statue of, 279.
" Rodney's Look-out," 259.
Rodway, Mr. James, 27, 383.
Rogers, Captain, 158.
Rogers, Captain Woodes, 62.
Roman Catholicism, 36.
Roraima, 387.
Roraima, s.s., 315, 316.
Rosalie View, 241.
Rosario, 353.
Rose Hall, 289, 291.
Roseau, Dominica, 234, 236–240.
Roseau River, St. Lucia, 165.
Rosignol, 373.
Roslyn, Mr. D. F., 121.
Rousselan, M., 167.
Rowley, Admiral Bartholomew, 266.
Roxburgh, Mr. T. L., 214.
Roxburgh, Tobago, 142.
Royal Agricultural and Commercial Society, 377.
Royal Bank of Canada, the, 12.
Royal Mail Steam Packet Co., 31.
Royal Scots, the, 221.
Royal Victoria Institute, the, 123.
Royal York Rangers, 86.
Ruatan, 180, 182, 391.
Rubber, 143.
Rum, 252, 253, 369, **431**.
" Rumbullion," 431.
" Runaway Bay," 284.
Rupert, Prince, 198, 245.
Rupununi River, 368.
Rust, Major Randolph, 135, 437.
Rutter, Charles, 95.

Saavedra, Villalta de, 349, 352.
Saba, 338, 339.
Saddle Hill Peak, Nevis, 228.
Saddle, the, Trinidad, 129.
Sadler, Sir J. Hayes, 154.
Sail Rock, 322.
St. Ann's Bay, 254, 256, 284.
St. Ann's Parish, 285.
St. Augustine Experiment Station, Trinidad, 125, 133.
Saint Barthélemy, 309.
St. Clair Experiment Station, Trinidad, 125, 126.
St. Christopher, *see* St. Kitts, 211.
St. Croix, 325–327.
St. David's Island, 40, 54.
St. Eustatius, 219, 338, 339.
St. George's, Bermuda, 40 *et seq.*, 52, 55.
St. George's, Grenada, 150, 154–160.
St. George's Cay, 389, 391, 393, 394.
St. George's Hill, Montserrat, 230, 233.
St. Jago, 254.
St. James' Barracks, Trinidad, 128.
St. John, Virgin Islands, 327.
St. John's, Antigua, 194–202.
St. Joseph, Trinidad, 113, 131, 134, 135.
St. Kitts, 211–222.
  Administrators of since 1895, 214.
  Area and Population of, 211.
  Books on, 29.
  Botanic Station, 217.
  Climate of, 212.
  Clubs, 215.
  Constitution of, 214.
  Exports of, 212.

St. Kitts—*continued.*
Financial Condition of, 212.
General features of, 211.
History of, 212–214.
Industries of, 212.
Name, Origin of, 212.
St. Kitts (Basseterre) Sugar Factory, 212, 218.
St. Laurent, M., 113.
St. Nicholas Abbey, Barbados, 107.
St. Lucia, 164–178.
Accommodation in, 168.
Administrators of since 1905, 168.
Books on, 28.
Capture of by English, 167, 173.
Climate of, 166.
Club, 169.
Communication with, 168.
Constitution of, 168.
Discovery and History of, 167.
East Indian immigrants, 34.
Exports of, 166.
Financial condition of, 166.
General features of, 164, 165.
Germans in, 36.
Government House, 171.
Industries of, 165.
Name, Origin of, 167.
Principal sights of, 169–178.
Sport in, 169.
St. Margaret's Bay, 258.
Saint Martin, 308, **337.**
St. Pierre, 309, 310, 313–316.
St. Thomas, 318–324.
Accommodation in, 320.
Area and Population, 318.
Climate of, 319.
Communication, Means of, 320.
Discovery and History of, 319.
Financial condition of, 319.
Floating Dock, 322.
Industries of, 318.
Principal sights in, 320–324.
Slavery abolished in, 34.
St. Thomas', Nevis, 228.
St. Vincent, 179–193.
Accommodation in, 182.
Area and Population of, 179.
Books on, 28.
Botanic Garden, 185.
Caribs in, 32, 179, 180–183.
Climate of, 181.
Clubs, 183.
Constitution of, 182.
Communications with, 182.
St. Vincent—*continued.*
Dependencies of, 179, 180.
Discovery and History of, 181.
Exports, 180.
Financial condition of, 180.
General features of, 179–180.
Governors of since 1893, 182.
Industries of, 180.
Motto of, 179.
Name, Origin of, 181.
Principal sights of, 183–193.
Sport in, 183.
Trade, Direction of, 180.
Saintes, Les, 308.
Saints, Battle of the, 243–245, 280, 308. *And see* Rodney.
Salée, Rivière, 304, 305, 307.
Salmedina Sandbank, 400.
Salt Cay, 294.
Salt industry, the, 294–297, 337.
Salt Island, 247.
Salt Kettle, Bermuda, 52.
Salybia Bay, Trinidad, 134.
Samana Bay, 366.
Sampson, Mr. J. H., 227.
San Fernando, Trinidad, 111, 137, 437.
San José, 408.
San Juan, Cuba, 355, 357.
San Juan, Porto Rico, 328, 331–334.
San Juan, Trinidad, 129, 131.
San Pedro de Macoris, 365.
San Salvador, 62.
Sandwith, Col. J. H., 182.
Sandy Point, St. Kitts, 219, 220.
Sangaree, 9, 277.
Sangre Grande, Trinidad, 134.
Santa Barbara, 359.
Santa Clara, 356.
Santa Cruz, *see* St. Croix.
Santa Cruz, Trinidad, 129.
Santa Cruz Mountains, Jamaica, 286.
Santa Gloria, 284.
Santa Marta, 396, 398, 404.
Santiago, Cuba, 343, 356–358.
Santiago, Santo Domingo, 365.
Santo Domingo, 360–366.
Area and Population of, 360.
Climate of, 362.
Communication, Means of, 363, 364.
Constitution of, 363.
Discovery and History of, 362.
Financial conditions of, 362.
Industries of, 361.

Santo Domingo—*continued.*
Principal sights in, 365.
Railways of, 361.
Santa Fé, 359.
Sanz, Antonio y, 68.
Sargasso Sea, 19.
Sarstoon River, 389.
Sasi, Governor, 284.
Sauteurs, Grenada, 150, 162.
Savane, Martinique, 312.
Savanilla, 396, 405.
Savanna-la-Mar, 259, 287.
Savannah, Barbados, 85.
Savannah, Trinidad, 124.
Savon, Morne, 305.
Scarborough, Tobago, 141, 142, 145.
Schoelcher Library, 312.
Schoelcher, Victor, 313.
Schomburgk's History of Barbados, 27, 95, 96, 105.
Scoles, Father Ignatius, 171, 378.
Scotland District of Barbados, 71, 107, 108.
Scott, Janet, 266.
Scott, Michael, 30, 266.
Sea Gardens, Nassau, 69.
Sea Island, *see* Cotton.
Sea Venture, the, 43.
Sea Venture Flat, 46.
Sealy, Mr. George, 89.
Sealy, Sir John, 82.
Searle, Governor, 198.
Sedeño, Don Antonio, 113.
Selkirk, Alexander, 62, 146.
Selwyn, Col. William, 281.
Sendall, Sir Walter, 156.
Senhouse, Captain, 96.
Serrano, Don Antonio, 196.
Serge Island Estate, 293.
Sergeant's Cay, 395.
Seven Rivers Cave, 287, 289.
Sewall, Mr. A. W., 139.
Shannon, H.M.S., 51.
Shafter, General, 358.
"Shark Papers," 268.
Shark's Hole, 54.
Sharpe, Colonel W., 82.
Shelly Bay, 53.
Shipping facilities, 14, 20, **441-453**
Shirley, Sir Anthony, 254.
Shirley, Governor Thomas, 220, 221.
Shirley Heights, Antigua, 205.
Sibun River, 389.
Siccama, Baron, 378.
Siffleur Montagne, the, 241.
Sigsbee, Captain, 346.
Silk-cotton trees, 65, 276, 289.
Sinckler, Mr. E. G., 27, 107.
Sion Hall, Barbados, 104.
Siparia, Trinidad, 140.
Sir Timothy's Hill, 217.
Sisal hemp, 60, 295.
Skeate, Colonel, 290.
Skinner, Governor, 306.
Slave Trade, the, 32–34, 362.
Slavery, Abolition of, 232, 270, 313, 320, 363, 381, 425.
Slaves, Runaway, 105.
Smith, Jane Anne, 39.
Smith, Sir G. B. Haddon, 63, 154.
Smith, G. Whitfield, 297.
Smith, Rev. William, 29, 226.
Smith's Island, 40, 54.
Society for the Propagation of the Gospel, 90.
Sofaia, 304, 307.
Solberg, 322, 324.
Sombrero, 247.
Somer Islands Company, 41.
Somers, Sir George, 43, 55.
Somers' Islands, 40, 43.
Somerset Island, 40, 44.
Soto, Hernando de, 350.
Soufrière, Guadeloupe, 302, 304.
Soufrière, Montserrat, 229.
Soufrière (Town and Bay), St. Lucia, 164, 168, 169, 175.
Soufrière, St. Vincent, 71, 179, 190.
South Point Lighthouse, Barbados, 102.
South Sea Company, the, 33.
South Soufrière, 232.
South West Bay, 67.
Spanish-American War, the, 283, 330, 412.
"Spanish Hat," 247.
Spanish Main, the, **396–408.**
Spanish Rock, 58.
Spanish Town, 254, 256, 257, 260, 276–282.
Sparrow, H.M.S., 268.
Speight, William, 107.
Speightstown, Barbados, 76, 107.
Speyside, Tobago, 142, 145, 147.
"Spice Island," 151.
Spillway, the, 416.
Sponging, 60, 66, 296.
Spooner Act, the, 412.
Spout, the, Grenada, 159.
Spring, John, 400.

Sprostons' Steamers, 372, 383, 386, 387.
Spur Tree Hill, 286.
Stabroek, 376, 377.
Stamford, Lord, 92.
Stann Creek, 389, 395.
Stapleton, Lieut. William, 274.
Stapleton, Sir William, 249.
Statia, *see* St. Eustatius.
Steamship services, **441-453**.
Stedman family, the, 239.
Stegomyia mosquito, 5.
Stevens, J. L., 411, 414.
Stewart, Donald, *see* Daaga.
Student's Memorial, the, 351.
Sturge family, 230.
Suchet, cruiser, 316.
Suddie, 383.
Suez and Panama Canals compared, 410.
Sugar, 72, 112, 137, 138, 213, 252, 325, 329, 340, 361, 369, **425–431**.
Sugar Bounties, 425.
Sugar Crops, 429.
Sugar Manufacture, 429.
Sulphur springs, 175, 240, 355.
Surrender Tree, 358.
Sutherland, Mr. George, 208.
Swaby, Bishop, 379.
Swayne, Sir E. J. B., 391.
Sweden, her West Indian possessions, 303, 309.
Sweet-Escott, Sir Bickham, 198, 391.
Swettenham, Sir J. Alexander, 255, 260, 371.
Swizzle, 9.
Syrup, Fancy, 72.

Taboga Island, 412.
Tabaquite Oil-fields, 136.
Tapion Rock, St. Lucia, 170.
Teach, John, 323.
Telegraphic communications, 30.
"Tempest," the, 43, 53.
Temple, Lady, 275.
Templete, El, 350.
Tennant, Sir Charles, 137.
Teteron, Madame, Legend of, 119.
Tetu, 324.
Thatch Island, 247.
Thompson, Governor H. L., 182.
Thompson, Sir Graeme, 371.
Tornado, the, 357.
Theobroma plant, 432.
Thornhill, General Sir Timothy, 106, 197, 213, 217, 220.
Thresh, Mr. J. C., 225.
Tierra Bomba, 402.
Tierra Firme, 396, 411.
Time, Greenwich, 23.
Tina, Monk, 366.
Tinker, Governor John, 67.
"Timehri," 368.
Tips, 10.
Titchfield, Upper and Lower, 283.
Tobacco, 329, 340, 353, 355, 361.
Tobacco Cay, 395.
Tobago, 141–148.
Accommodation in, 144.
Books on, 28.
Climate of, 143.
Club, the, 145.
Communications with, 145.
Constitution of, 144.
General aspects of, 141.
History of, 143.
Industries of, 142.
Population of, 141.
Roads in, 147.
Sport in, 145.
Tom Cringle's Log, 30, 65, 266, 274, 276, 323.
"Tongue of the Ocean," 60.
Toral, General, 358.
Tortoiseshell, 298.
Tortola, 246, 248, 249.
Tortuga, 406.
Tortuga Island, 370.
Trade-winds, 3, 4.
Trafalgar Square, Bridgetown, 80.
Traveller's Tree, 380.
Treaties :
Aix-la-Chapelle, 33, 144, 167, 181, 236.
Amiens, 114, 144, 168, 371.
Basle, 363.
Breda, 196, 213.
Bulwer-Clayton, 411.
Hay-Pauncefote, 412.
Madrid, 254.
Paris, 1763, 236.
Ryswick, 213, 362.
Utrecht, 213, 217.
Versailles, 153, 168, 182, 214, 223, 236.
Trelawny Town, 289.
Trinidad, 110–141.
Accommodation in, 114.
Area and Population, 110.
Books on, 28.
Chinese in, 35.

Trinidad—*continued*.
Climate of, 113.
Clubs, 118.
Coastal Service, 140.
Communications with and in 115.
Constitution of, 114.
Divisions of, 111.
East Indian immigrants, 34.
Exports, 112.
Financial condition of, 112.
Floating Dock, 128.
General aspects of, 110.
Governors of, since 1900, 114.
Government House, 126.
History of, 113.
Industries of, 111–112.
Motto of, 110.
Origin of Name, 113, 141.
Population of, 110.
Principal Sights, 119.
Railway, 115–117.
Sport in, 116.
Trade, Direction of, 112.
War Memorial, 121.
Trinidad Apex Oilfields, 139.
Trinidad Central Oilfields, Ltd., 136.
Trinidad Leaseholds, Ltd., 135, 136, 139, 437.
Troja, 258.
Trollope, Anthony, 26, 382.
Trotter, General, 240.
Trunk Island, Bermuda, 53.
Tucker, Governor. 55.
Tucker's Town, 57.
Tumatumari Falls, 368, 383.
Turks and Caicos Islands, 294–298.
Communication, Means of, 297.
Constitution of, 297.
Financial condition of, 295.
History of, 296.
Industries of, 294.
Turner's Hall Wood, Barbados, 108.
Turrialba, 408.
Turtle, 42, 298.
Turneffe, 389.
Tuschen, 373.
Tyson, Colonel, 282.

Uitvlugt, 373.
Undaunted, H.M.S., 306.
Union Island, 180.
Union River, St. Vincent, 179.
United Fruit Co., 283, 358, 393, 405, 408, 433.
United Service Institution Museum, 245, 270.
Urgent, H.M.S., 274.
Uring, Count, 167.
Ursula, St., 248.
Usine d'Arboussier, 305.
Usine St. Madeleine, Trinidad, 137.

Valencia, 407.
Vanderlyn, John, 350.
Varadero, 355.
Vauclin, Le, 309.
Vaughan, Captain, 114.
Vaughan, Colonel, 199.
Velasco, Don Luis de, 345.
Velasquez, Diego, 342, 344.
Venables, General, 254, 284.
Venezuela, 396, 397.
Venezuela, Surtax imposed by, 113.
Ventine Sulphur Springs, 176.
Venus Pillar, the, 322.
Veragua, 397.
Vere Estate, 286.
Vernon, Admiral, 397, 400, 402.
Vert, Mont, 309.
Vespré, Le, 309.
Vespucci, Amerigo, 370.
Victoria, Queen, 138, 280, 378, 379, 382.
Victoria, Queen, Statues of, 266, 382.
Victoria Law Courts, 378.
Victoria Museum, Dominica, 238.
Victoria Park, Jamaica, 266.
Victoria Park, St. Vincent, 186.
Victoria Regia lily, 186, 376, 380.
Victoria Town, Grenada, 162.
Vives, Don Francisco, 350.
Vieques, *see* Bieques.
Vieux Fort, St. Lucia, 164, 168, 169, 176.
Vigie, St. Lucia, 170, 173.
Vigie, St. Vincent, 190.
Vigilant, schooner, 327.
Villalobas, Marceto, 406.
Ville de Paris, the, 244, 279, 280.
Villeneuve, Admiral, 130, 202.
Virgin, the Black, 136, 140.
Virgin Gorda, 246, 249.
Virgin Gorda Peak, 247.
Virginius, the, 357.
Virgin Islands (British), **246–250**.
Area and polutation of, 246.
Books on, 29.
Climate of, 248.

Virgin Islands—*continued.*
Commissioners of, since 1894, 249.
Communication, Means of, 249.
Constitution of, 249.
Discovery and History of, 248.
Financial condition of, 248.
Industries of, 247.
Islands of, 246.
Name, Origin of, 248.
Principal sights in, 249.
Virgin Islands of U.S.A., **318–327**.
Cession of by Denmark, 320.
Constitution of, 320.
Virginia Company, the, 43.
Volcanic eruptions, 4, 141, 150, 190, 314.
von Ketelholdt, Baron, 292.
Vreed-en-Hoop, 373.
Vuelta Abajo, 340, 341, 355.

Wag Water, 275, 283.
Waini River, 384.
Wakenaam, 383.
Wales, Prince of, his visit to West Indies, 124, 172, 245, 418, 422.
Wallibou, 192.
Wallings Reservoir, 196, 202.
Walsingham Caves, 54.
Walter, Mr. R., 237.
Waraputa, 368.
Ward, Lieut.-Colonel Hon. C. J., 267.
Ward Theatre, the, 267.
Warner, Ashton, 201.
Warner, Edward, 196.
Warner, Colonel Thomas, 206.
Warner, Sir Thomas, 74, 196, 201, 207, 213, 222, 228, 231.
Warner, Hon. William, 201.
Warwick, Bermuda, 44.
Washington, George, 84.
Watches, Ship's, 22.
Water Bay, 324.
Waterfalls, the, Dominica, 241.
Waterloo, Grand Turk, 298.
Watford Island, Bermuda, 40, 46.
Watkins, Hon. F. W., 223, 231, 297, 314.
Watling's Island, 62.
Weather Bureau (U.S.), 4.
Webb, Rev. W. T., 91.
Weir, the, St. Kitts, 218.
Welchman's Hall, Barbados, 103, 104.
Werk-en-Rust, 381.
Wesley Chapel, Kingston, 270.
West, Benjamin, 102.
West End, 325.
West India Association, Glasgow, 439.
West India Association, Liverpool, 439.
West India and Panama Telegraph Co., 30, 321.
West India Committee, The, 91, 185, 237, 261, 438, 439.
West India Committee Circular, 439.
West India Regiment, 132, 237.
West Indian Agricultural College, 133, 439.
West Indian Club, the, 439.
West Indian Court of Appeal, 154.
West Indian Produce Association, 9, 66, 439.
West Indian Tales of Old, 178, 197, 204, 221, 243, 265, 280.
West Indies :
American, 2, 318–334.
Banks in, 11.
Books on, 25–30.
British Colonies in, 2, 367–395.
Chinese in, 35.
Climate of, 3.
Currencies, 10.
Dutch, 2, 308, 335–339.
East Indians in, 34, 35.
Expenses of Tourists, 9.
Food and Beverages in, 6.
Freemasonry in, 37.
French, 2, 302–317, 337.
Geology of, 2.
Health conditions, 5.
Homeward Voyage from, 441.
Hotel and Boarding-house charges, 10. *And see under different places.*
Industries of, 426–438.
Languages spoken, 38.
Laundry in, 39.
Meals in, 9.
Origin of Name, 1.
Population of, 32–36.
Postal services, 31.
Religions in, 36.
Roads and Motoring, 12.
Routes to, 20, 24, 441–453.
Telegraphic communications, 30.
Voyage to, the, 17.
Westerby, Bishop, 200.
Westmacott, Henry, 288.

Westmacott, Sir Richard, 271, 288.
West McKinley, 359.
Westward Ho! 405.
Westwood Gully, Barbados, 103, 104.
White's Island, 49.
Wilberforce, William, 33.
Wilkin, Hon. W., 232.
Wilkinson, Colonel J. H., 103.
Willemstad, 335–337.
William III, King, 57.
William IV, King, 227.
William and John, the, 74.
Williams, Cooper, 306, 307.
Williams, Sir Ralph, 154.
Williamsfield, 257, 286.
Williamson, Sir Adam, 281.
Willoughby of Parham, Lord, 74, 196.
Willoughby, Lord, 167.
Willoughby, Lord Francis, 196.
Wilson, Sir Samuel, 123.
Wilson, President Woodrow, 412, 419.
Windsor Forest, 373.
Windward Islands, The, 149–193.
Administrative History of, 149.
Court of Appeal, 154.
Governors of since 1897, 154.
Name, 1.
Windward Passage, 340.
Winn, Isaac, 289.
Wippell, Rev. J. C., 91.
Wireless, 31, 64.
Wismar, 374, 383.
Wolmer, John, 266, 270.
Wolmer's Schools, 270.
Woodbridge, Dudley, 107.
Woodford, Sir Ralph, 120, 121, 124.
Woolward, William, 227.
Worcestershire Regiment, 85.
Wylie, Hugh, 268.

XAYMACA, 254.

YALLAHS River, 292.
Yaws, 158, 189.
Yearwood, Hon. T., 82.
Yellow Fever, 171, 236, 312, 414.
Y.M.C.A., the, 118, 123.
Young, Sir W. Douglas, 168, 237, 297.
Young, Sir William, 146, 188.
Young's Island, 187.
Yumuri Valley, 353, 354.

ZEALANDERS IN TOBAGO, 144.
Zebra, H.M.S., 312.
Zig-Zag, 398.

INDEX TO ADVERTISEMENTS.

Aitken & Co.	X
Bay Mansion (Barbados)	X
Bahamas	
Bank of Nova Scotia, The	
Barbados "Weekly Illustrated Paper"	XX
Bermuda—The Riviera of the West	
Bermuda Royal Gazette	X
Booker Bros., McConnell & Co., Ltd.	
Colonial Bank	
C. G. T. French Line	
Constant Spring Hotel	X
Curry & Co.	X
D. Hope Ross, Ltd.	
Direct West India Cable Service	XX
Elders & Fyffes, Ltd.	
Fawcett, Preston & Co., Ltd.	
Fletcher & Co., Ltd.	X
Furness, Bermuda and West India Lines	
Furness, Withy & Co., Ltd.	
Harrison, Thos. & Jas. (Harrison Line)	
Harvey Engineering Co., Ltd.	X
Heidsieck & Co.	X
Hotel Pomeroy (Barbados)	
Hotel Titchfield (Port Antonis, Jamaica)	
Jamaica	
Jenkinson, Brinsley and Jenkinson	
Knight's Ltd. (Kodak Agency)	X
Kingstown (St. Vincent) "Times" Newspaper	X
Myrtle Bank Hotel (Kingston, Jamaica)	
"Nassau Guardian" Newspaper	X
Quebec Steamship Co., Ltd.	
Queen's Park Hotel (Port of Spain, Trinidad)	
Ross Ltd., D. Hope	
Rose & Co., Ltd., L.	
Royal Mail Steam Packet Co.	
Royal Netherlands West Indian Mail Service	
Royal Bank of Canada	
Sherlock and Smith	X
Sifton, Praed & Co. (Recent Publications)	X
Smith & Co., Ltd., A. & W.	XX
Solomon Bros.	X
South Camp Road Hotel	
"Sports," The (Kingston, Jamaica)	XX
Street & Co., Ltd., G.	XX
Tortola (British Virgin Islands)	
Trinidad and Tobago	
Trinidad Trading Co., Ltd.	
United Fruit Co. (Steamship Service)	
West India Committee, The	X

CRUISES TO THE WEST INDIES

From NEW YORK by R.M.S.P. "ORCA."
January and February.

CANADA — WEST INDIES

Fortnightly Mail and
Passenger Service from
ST. JOHN (N.B.) and HALIFAX (N.S.)

Regular Sailings from Southampton & Cherbourg

to NEW YORK and SOUTH AMERICA

For further Particulars apply

THE ROYAL MAIL STEAM PACKET COMPANY

LONDON: MOORGATE, E.C.3.
COCKSPUR ST., S.W.1.

HALIFAX (N.S.)—St. Paul Buildings.
NEW YORK —16, Broadway.

ROYAL NETHERLANDS WEST INDIA MAIL

(Koninklijke West-Indische Maildienst).

COLON LINE: Fortnightly Service with Passenger Steamers from Amsterdam, Dover and Boulogne s/M. to Barbados, Trinidad, Venezuela, Curacao, Colombia, Cristobal, Costa Rica, and back to Plymouth, Havre and Amsterdam.

SURINAM LINE: Four-weekly Service with Passenger Steamers from Amsterdam to Madeira, Dutch & British Guyana, Trinidad, Venezuela, Curacao, and back to Havre and Amsterdam.

NEW YORK WEST INDIA LINE: Fortnightly Service alternately with Passenger and Cargo Steamers from New York to Hayti, Curacao and Venezuela, *vice versa*.

Cargo Services from Hamburg and Amsterdam to the West Indies, Guyanas, Spanish Main, Central America, and the West Coast of South America

---

For fares and rates apply to the HEAD OFFICE, Scheepvaarthuis, AMSTERDAM; Messrs. Phs. VAN OMMEREN (London), Ltd., 18-19, Pall Mall, S.W. 1, and at 27, Leadenhall St., E.C. 3, Messrs. L. DESBOIS and A. CABAUD, 5, Rue Edouard VII (9e), PARIS; or, to the ROYAL NETHERLANDS WEST INDIA MAIL, CURACAO, TRINIDAD, CRISTOBAL, PORT-AU-PRINCE, PARAMARIBO, NEW YORK

ELDERS & FYFFES, LTD.

Regular Weekly Services of Mail
and Passenger Steamers from . .

BRISTOL AND LIVERPOOL

— TO —

JAMAICA, COSTA RICA, PANAMA & COLOMBIA

THROUGH BOOKINGS to the BAHAMAS, CUBA, GUATEMALA, HONDURAS, PACIFIC COAST PORTS, etc.

Excellent accommodation for saloon passengers. Single berth cabins, state-rooms en suite, special suites, private bathrooms, bedstead berths, electric fans, heating apparatus, wireless telegraphy, submarine signals, etc. All rooms have outside ports.

Information & advice given to intending tourists to Jamaica, etc.

For Fares and other Particulars apply to:—

ELDERS & FYFFES, Ltd.,
31 and 32, Bow Street, London, W.C. 2.
Avonmouth Dock, Bristol,
Garston Docks, Liverpool,

Or UNITED FRUIT COMPANY,
Kingston, Jamaica, Port Limon, Costa Rica,
Cristobal, Panama, Santa Marta, Colombia.

HARRISON LINE

AND

HARRISON "Direct" Line

REGULAR SAILINGS FROM

London, Liverpool, Glasgow

TO

BARBADOS, TRINIDAD, DEMERARA and KINGSTON

Carrying Cargo on through Bills of Lading to the other Islands.

PASSENGER SERVICE from LONDON

s.s. "INGOMA," 5686 tons. s.s. "INTABA," 4835 tons

LONDON—Thos. & Jas. Harrison, Dock House, Billiter St., E.C.

LIVERPOOL—Thos. & Jas. Harrison, Mersey Chambers.

WEST INDIES: BARBADOS—A. Cameron.
TRINIDAD—G. F. Huggins and Co., Ltd.
DEMERARA—Curtis, Campbell and Co.
KINGSTON—Arnold L. Malabre and Co.,

and

General Superintendent:
Captain H. DEWAR, Port of Spain, Trinidad.

C.G.T. French Line

Head Office: 6, Rue Auber, Paris.

PLYMOUTH to TRINIDAD

(AND VICE VERSA),

West Indies, Spanish Main & Colon

EVERY **4** WEEKS.

Steamers—" Pérou," 7177 gross tons,
" La Navarre," 7018 gross tons.

WINTER CRUISES, Dec. to April

PLYMOUTH to NEW YORK

(AND VICE VERSA),

By luxuriously appointed Mail Steamers—
" Paris," " France " and " Rochambeau."

The Magic of Islam
North African Motor Tours

SEASON—OCTOBER TO APRIL.

APPLY TO

Cie. Gle. Transatlantique,
22, Pall Mall, LONDON, S.W. 1.

OR TO LOCAL AGENTS.

Furness Bermuda & West Indies Lines

PASSENGER AND FREIGHT SERVICES.

FURNESS—BERMUDA LINE ...	New York to BERMUDA (bi-weekly).
QUEBEC STEAMSHIP COMPANY, LIMITED.	New York to St. Thomas, St. Croix, St. Kitts, Montserrat, Antigua, Guadeloupe, Dominica, Martinique, St. Lucia, & Barbados (fortnightly)
TRINIDAD LINE	New York to Grenada, Trinidad and DEMERARA (fortnightly).

Through Bills of Lading issued from London or Liverpool to above Ports.

For Rates, etc. apply to—

FURNESS, WITHY & Co., Ltd. ...	FURNESS HOUSE, LEADENHALL ST., LONDON
FURNESS, WITHY & Co., Ltd. ...	Royal Liver Building, Liverpool.
FURNESS, WITHY & Co., Ltd. ...	Furness House, Whitehall Street, New York
FURNESS, WITHY & Co., Ltd. ...	Trinidad.

HEAD OFFICE :
Furness House, Leadenhall St.,
London, E.C. 3.

NEW YORK OFFICE :
Furness House, Whitlehall St.

FURNESS, WITHY & Co.

LIMITED,

PORT OF SPAIN, TRINIDAD, B.W.I.

BARGE AND GUNBOAT OWNERS
WATER SUPPLIED TO SHIPPING

AGENTS FOR:

The **"Trinidad Line"** of Steamers.—Regular fortnightly passenger and cargo service to and from New York, Grenada, Trinidad and Demerara, carrying through freight to and from Tobago and Ciudad Bolivar.

The **"Quebec Line"** of Steamers.—Passenger and cargo service to and from New York *via* the Northern Islands.

The **"Prince Line"** of Steamers.—Passenger and cargo service to New York and New Orleans.

The **"Nourse Line"** of Steamers (James Nourse, Limited, London).—Between Calcutta, Rangoon and the West Indies.

UNITED FRUIT COMPANY

General Offices: 131, State St., Boston, Mass.

STEAMSHIP SERVICE.

CUBA :: JAMAICA :: PANAMA
COSTA RICA :: COLOMBIA
GUATEMALA :: HONDURAS
AND THE UNITED STATES

The finest ships, the best service
in the WESTERN ATLANTIC

Great White Fleet

Spend your Winters in Beautiful Balmy

BAHAMAS

"A small sweet world of wave-encompassed wonder."

The Ideal Winter Resort.
A Land of Roses and Sunshine.
The Perpetual Isle of June.

Sea Bathing of Unrivalled Excellence.

Boating, Fishing, Cricket, Tennis,

Golf, Motoring, Cycling, Driving.

Ten days from England *via* New York or Florida.
Three days from New York by Ward Line and Munson Line.
Six days from Halifax by Canadian Government Merchant Marine.
Three days from Kingston, Jamaica, by Canadian Government Merchant Marine (*direct Steamship communication is in operation between Kingston and England*).
Four days from Bermuda to Nassau, Bahamas, by Canadian Government Merchant Marine.
Eighteen days from Miami by P. and O. Line.
Two-and-a-half hours from Miami, Florida, by Plane.

Excellent Hotel Accommodation & Steamship Service

For further Particulars and Information apply to

The Bahamas Development Board

OR

THE WEST INDIA COMMITTEE

14, TRINITY SQUARE, LONDON, E.C.

Bermuda

The Riviera of the West.

Why winter in a foreign country when BERMUDA, the oldest self-governing colony in the British Empire, offers attractions surpassed by no other resort?

Bermuda offers:

The most equable climate in the World: Many Modern Hotels and Boarding Houses: Every form of Outdoor Sports, including GOLF, TENNIS, BATHING, YACHTING, HORSE RACING, CRICKET, CLAY PIGEON SHOOTING, RIDING, CYCLING, etc.

Messrs. ELDERS & FYFFES, Ltd., of 31-32, Bow Street, Covent Garden, London, operate Passenger Steamers sailing direct at intervals from Avonmouth. There is also regular steamship connection with New York, Halifax, and the West Indies.

Copies of Tourist Guide Book published by the Bermuda Government may be obtained free of charge from The Secretary, West India Committee, 14, Trinity Square, London, E.C.

This advertisement is authorized by the

Bermuda Trade Development Board, Hamilton, Bermuda,

to which also enquiries may be addressed.

Visit Beautiful

JAMAICA

HEALTHY, ECONOMICAL, BRITISH

Jamaica is the largest Island in the British West Indies and offers unique attractions to the British visitor. Easily reached by frequent first-class steamers from Avonmouth (Bristol) and Liverpool, it presents, after a most enjoyable journey of thirteen or fourteen days, an ideal resort for those desiring rest and change.

There is ample up-to-date hotel accommodation at sea level in Kingston, Port Antonio, Montego Bay, etc., and in the hill and mountain districts as well, so that one can choose one's own climate. The scenery is delightful, and riding, driving, motoring, fishing, shooting, golf, tennis, and other pastimes speed the shining hours.

FOR FURTHER PARTICULARS APPLY TO:

Messrs. Elders and Fyffes, Ltd., Bow Street, London,
,, The West India Committee. Seething Lane, London,
,, The Jamaica Tourist Association, Kingston, Jamaica,
or The Tourist Trade Development Board, Kingston, Jamaica.

WHEN THE AUTUMN CHILLS
COME ON, *THINK OF*

Trinidad & Tobago

Britain's Most Attractive Colony in

The Summer Seas

TRINIDAD & **TOBAGO**

The land of the Humming Bird — Robinson Crusoe's Island

Ideal as a Winter or Tourist Resort.

UNSURPASSED SCENERY.
HEALTH GIVING CLIMATE.

Cricket, Golf, Tennis, Polo, Boating, Bathing, Fishing, Driving, Riding, Motoring, Mountaineering.

FIRST CLASS HOTELS.

Kingsley's Paradise of the West.

For information regarding the Colony, apply to

The Colonial Secretary,

TRINIDAD, B.W.I.

TORTOLA

BRITISH VIRGIN ISLANDS

¶ A Tropical Island with the climate of the Temperate Zone.

¶ No extreme of temperature.

¶ Delightful Holiday Resort for Invalid or Sportsman.

¶ *Ideal* country for Settlers and their Families. Fertile soil, all kinds of tropical produce.

¶ Enjoyable riding midst glorious mountains. Unrivalled bathing, fishing and boating, etc.

¶ A perfect Haven for those in search of Health, Rest & Peace.

¶ Daily communications with St. Thomas, American Virgin Islands.

For further particulars apply to

The Commissioner, Tortola,

B.V.Is.

THE COLONIAL BANK

ESTABLISHED IN 1836.

Sanctioned by Royal Charter and under the Authority of Parliament.

Authorised Capital	**£5,000,000**	**Paid-up Capital** (to date)	**£900,000**
Subscribed Capital	**£3 000,000**	**Reserve Fund** ...	**£300,000**

DIRECTORS:

Charles Frederick Wood, Esq., *Chairman.*
Cyril Gurney, Esq., *Deputy-Chairman.*

Colin Algernon Campbell, Esq.
George Cyril Cassels, Esq.
Douglas Cunningham, Esq.
Thomas Du Buisson, Esq.
Gilbert W. Fox, Esq.
Rt. Hon. Lord Wargrave.
Sir Herbert Hambling.
Oliver V. G. Hoare, Esq.
Rt. Hon. Sir Frederick J. D. Lugard, G.C.M.G., C.B., D.S.O.
Robert Rutherford. Esq.
Colonel Chas. W. Sofer-Whitburn.

AUDITOR:

A. E. Cutforth, Esq., F.C.A. (Messrs. Deloitte, Plender, Griffiths & Co.)
Joint General Managers: Charles H. Hewett, E. Hyslop Bell.
Secretary: J. D. Race.
General Managers' Assistant: O. Barritt.

Head Office: 29, GRACECHURCH STREET, LONDON, E.C. 3.
City Branch: 30, GRACECHURCH STREET, LONDON, E.C. 3.

Manchester: 21, York Street.
Hull: 67, Whitefriargate.
Hamburg: Adolphsplatz 4.
New York: 3, South William Street
Liverpool: 25, Castle Street.

WEST INDIES.

Antigua—St. Johns.
Barbados—Bridgetown, Speightstown.
Dominica—Roseau.
Grenada—St. George's, Grenville, Carriacou (Grenadines).
Jamaica—Annotto Bay, Black River Falmouth, Kingston, Lucea, May Pen, Montego Bay, Morant Bay, Port Antonio, Port Maria, Port Morant, Savanna-la-Mar, St. Ann's Bay.
St. Kitts—Basseterre.
St. Lucia—Castries.
St. Vincent—Kingstown.
Tobago—Scarborough.
Trinidad—Port of Spain, San Fernando, Princes Town.

BRITISH GUIANA.

Demerara—Georgetown, Mahaica, Mahaicony.
Berbice—New Amsterdam.
Essequibo—Henrietta, Suddie.

WEST AFRICA.

Gambia—Bathurst.
Gold Coast—Accra, Seccondee, Winnebah Nsawam, Koforidua, Coomassie, Bekwai.
Nigeria—Burutu, Ibadan, Jos, Kano, Lagos, Ebute Metta, Port Harcourt, Zaria.
Sierra Leone—Freetown.
Senegal—Dakar (Agency).
Cameroons—Victoria.

General Banking Business Conducted.

Current accounts are opened by the Bank in London and at its Branches. Deposits are received by the Bank in London and at its Branches subject to notice of withdrawal or special arrangement. Colonial and Foreign Exchange. The Bank issues Letters of Credit, Drafts on Demand, Telegraphic Transfers, negotiates approved Bills of Exchange, receives Bills for Collection, buys Foreign Coupons. The Bank offers special facilities for financing essential Imports and Exports.

THE
BANK OF NOVA SCOTIA

Established 1832.

Capital Paid Up	...	$9,700,000
Reserve Fund	...	$19,000,000
Total Assets	...	$225,000,000

GENERAL OFFICE: **Toronto, Ontario.**

London Office: **55, Old Broad St., E.C. 2.**
New York: **52, Wall Street.**

Branches throughout Canada and Newfoundland:
in the principal Cities of the United States:
and in the West Indies as follows:

Jamaica .	Kingston, Montego Bay, Port Antonio, St. Ann's Bay, and six other points.
Cuba .	Havana (two Branches).
Porto Rico .	San Juan, Fajardo, Ponce.
Dominican Rupublic	Santo Domingo, San Pedro de Macoris, Santiago de los Caballeros.

Correspondents in all parts of the World.

Particular attention is devoted to the needs of travellers, to whom may be recommended facilities in the form of Bankers' Drafts, Traveller's Cheques, and Letters of Credit, which are issued at most favourable rates.

The Royal Bank of Canada

¶. With 100 Branches in the British West Indies, Cuba, Central and South America and 588 in Canada, can offer special facilities for handling Collections and Letters of Credit.

LONDON OFFICE :
Princes Street, E.C.

NEW YORK :
Corner William and Cedar Streets

PARIS, France. BARCELONA, Spain

ESTABLISHED OVER 100 YEARS.

JENKINSON BRINSLEY & JENKINSON

Chartered Surveyors & Auctioneers

Land Agents for English, Colonial and West Indian Estates. Valuers for Probate and Estate Duty, Mortgage, Partition, etc. Expert Estate Management. Insurances of all kinds effected with the best offices. List of Properties for sale or to let on application. Please state requirements. Properties purchased on clients instructions

OFFICES:
15 : New Bridge Street : Ludgate Circus, London, E.C.

Telegrams : "Bridging, London."
Telephone : City 4538.

'The Bonanza'

Is THE place to do your buying.

FOR over Forty years the Recognised Shopping Centre of Frederick Street, it still leads; and under its new management offers the best exponent of Department Store Service in Trinidad—Probably in the West Indies.

Ladies' & Gent's Outfitting

Dress Goods, Millinery, Drugs,
Boots & Shoes, Jewellery & Fancy Goods
Furniture, Bicycles & Sundries,
Motor Cars & Parts, Hardware.

All Departments are fully stocked and efficiently served.

D. HOPE ROSS, Ltd.

Frederick Street
Chacon St. & Marine Square, **Port of Spain**

Branches at ARIMA, PRINCES TOWN, SANGRE GRANDE
SAN FERNANDO, SIPARIA and TOBAGO.
also at
St. KITTS, MONTSERRAT, ANTIGUA, BARBADOS

BOOKER BROS., McCONNELL & Co., Ltd.

DEMERARA.

ESTABLISHED 100 YEARS.

DEMERARA OFFICE.

GENERAL MERCHANTS, ESTATE PROPRIETORS, STEAMSHIP OWNERS

Exporters of:

Sugar, Rum, Molasses, Molascuit, Rice, Rice Flour, Greenheart and other Colonial Timbers.

Agents for:

T. and J. Harrison, Furness, Withy and Co., James Nourse and Co., Ltd., Dutch Government Steamers, Canadian Mercantile Marine, Royal Insurance Co., Ltd., Motor Union Insurance, Co., Ltd., and Lloyds.

HEAD OFFICE:
21, Mincing Lane, London, E.C.3.

LIVERPOOL OFFICE:
77, The Albany.

Regular Sailings by 'Booker' Line
from **Liverpool** *to* **Demerara direct**

WHOLESALE AND RETAIL

Dry Goods Merchants

KING STREET,
KINGSTON,
JAMAICA

SHERLOCK & SMITH

SPECIALISTS
in Ready-to-Wear
CLOTHING.

Largest variety of
DRY GOODS
in the
Island

Gents'
Hosiers,
Tailors,
Outfitters, etc.

Largest Stock
of Linens in Jamaica.

Every Mail brings
us the Very Latest and
Newest of Fashion's Fancies in the
DRY GOODS WORLD.

Kingston's Lowest Prices—Always

THE TRINIDAD TRADING Co. Ltd.

(Formerly The Trinidad Shipping & Trading Company, Ltd.)

PORT OF SPAIN, TRINIDAD, B.W.I.

Ice Manufacturers and Cold Storage Proprietors,

Building Contractors, Sawmillers and Sanitary Constructors,

Manufacturers of Temper, Manurial & Building Lime

Manufacturers of Pulverised Limestone for Agricultural purposes,

Quarry Owners, Boulders & Road Metal suppliers.

AGENTS FOR:

The Trinidad Estates Co., Ltd., Glasgow ... *Sugar*
John Walker and Sons, Ltd., Kilmarnock *"Johnnie Walker" Whisky*
Curtis's and Harvey, Ltd., London *Sporting and Blasting Powders and High Explosives*
The British Anti-fouling Composition & Paint Co., Ltd., London
Walter McFarlane & Co., Glasgow *Ornamental Castings and Constructional Work*
Ruston & Hornsby, Ltd., Lincoln ... *Engineers*
Perman & Company, Ltd., London ... *Engineers*
The Pulsometer Engineering Company, Ltd, London
The Bergius Launch and Engine Co., Ltd., Glasgow *'Kelvin" Engines*
The North British & Mercantile Insurance Co., Ltd., London
The Economic Insurance Co., Ltd., London
The Ocean Marine Insurance Co., Ltd., London
Windward Island Service. Steamship Line operating between Mobile and West Indies.

Importers and General Commission Agents.

South Camp Road Hotel

KINGSTON, JAMAICA, B.W.I.

OPEN all the Year

under

European and American Plan.

Equipped . with . all . Modern . conveniences & Sanitary Arrangements.
Rooms with or without Private Baths.

BILLIARD ROOM

Motor Cars for Hire. Private Garage.
Situation conveniently near the Town.
CHARGES at all Seasons Moderate.

For full particulars apply to

Cable Address—
"Southcamp, Jamaica."

R. H. VERNON,
Resident Manager

Proprietors :

South Camp Road Hotel (1919), Ltd.

MYRTLE BANK HOTEL

KINGSTON, JAMAICA, B.W.I.

Open Year Round

"THE CENTRE OF DISTINGUISHED SOCIAL LIFE IN JAMAICA."

TARIFF—**from 25/- per day—Room without Bath.**

„ „ 30/- „ „ —Room with private Bath attached.

INCLUSIVE TERMS.

HOTEL TITCHFIELD

PORT ANTONIO, JAMAICA, B.W.I.

Open January to April.

TENNIS, GOLF, SEA BATHING.

TARIFF—from 25/- per day—Room without Bath.

„ „ 30/- „ „ —Room with private Bath attached

INCLUSIVE TERMS.

Myrtle Bank Hotel *and* **Hotel Titchfield**

Kingston. Port Antonio.

OWNED AND OPERATED BY

UNITED FRUIT COMPANY.

T. G. S. HOOKE,
Resident Manager.

Cable Address: "Hotel," Trinidad. P.O.B. 227.

Queen's Park Hotel

THE MOST UP-TO-DATE HOTEL IN THE WEST INDIES.

SITUATION UNSURPASSED. MAGNIFICENT SCENERY.

Excellent Cuisine. Cool & Commodious Restaurant
Electric Light throughout. Bar, Billiards.
Plunge, Needle, Shower and Private Baths.
Hairdressing Saloon and Ballroom.

The Hotel has its own CELLARS where an extensive Stock and great variety of the CHOICEST WINES and LIQUEURS are kept.

HOTEL PORTER in attendance on arrival of every Steamer.

CARRIAGES & MOTOR CARS AT SHORTEST NOTICE.

THE HOTEL ALSO HAS AN ISLAND ANNEX.

Guests entertained on the European or American Plan as they may prefer

RATES ON APPLICATION TO THE MANAGER.

(*Special Rates for Monthly Boarders*)

Rooms may be secured by Cable or Letter. All communications to be addressed to the Manager, Queen's Park Hotel, Port of Spain, Trinidad, B.W.I.

HOTEL POMEROY

Barbados, British West Indies

LARGEST & FINEST RESORT HOTEL IN THE TROPICS.

Facing the Ocean. Two miles from the City.
Near Fashionable Promenade and Band.
Arranged on the American Plan.
Terms Moderate (Daily or Weekly Rates).

EQUABLE CLIMATE. . . FINE SEA BATHING.
BEAUTIFUL DRIVES. VARIOUS SPORTS.

J. A. BARCLAY, Manager.

BAY MANSION

BRIDGETOWN, BARBADOS.

Private Boarding House Terms 8s. 4d. per day (inclusive). Special Terms for Families, or a longer stay, on application. Bath, Electric Light.

Telephone—469. Mrs. F. D. SKINNER, Proprietress.

Constant Spring Hotel,

One of the Finest in the West Indies.

80 Acres of Delightful Grounds. Perfect Climate. Perpetual Summer. Golf, Tennis, Swimming, Motoring, etc. Excellent Cuisine. Moderate Tariff.

For Booklet and further particulars apply—

HENRY A. EVELYN, Resident Manager,
Constant Spring Hotel, Ltd., JAMAICA, B.W.I.

The

Kodak Agency at Barbados

TOURISTS through the West Indies have been frequently inconvenienced in the past by the difficulty of obtaining, during the voyage, a supply of **Kodak Films** and other material for picture taking, **The Eastman Kodak Co.** have now remedied this by placing their representative agency in the hands of **Knight's, Ltd., the well-known Chemists at Barbados,** and this being the first port of call from Europe, visitors are enabled not only to replenish their stock of Films and other material, but can also have the developing and printing of their Kodak pictures done promptly and with care and skill at a moderate charge. Lantern slides made.

Here you can also get a fine lot of **Picture Post Cards,** and principal **Views of the Island.**

Also the best known brands of **Cigars, Cigarettes** and **Tobaccos,** and **Confectionery** of every description.

Knight's Limited, *Chemists,* **Barbados**

WITH FOUR BRANCHES.

AITKEN & CO.

Sugar Machinery Specialists

Britannic House, GLASGOW

Note Quantity of Canes.

Note Quality of Bagasse

"Diamond" Patent Rollers

Grind each year
Over 10,000,000 Tons of Canes.

Modern Cane Sugar Machinery.

ALL CLASSES OF

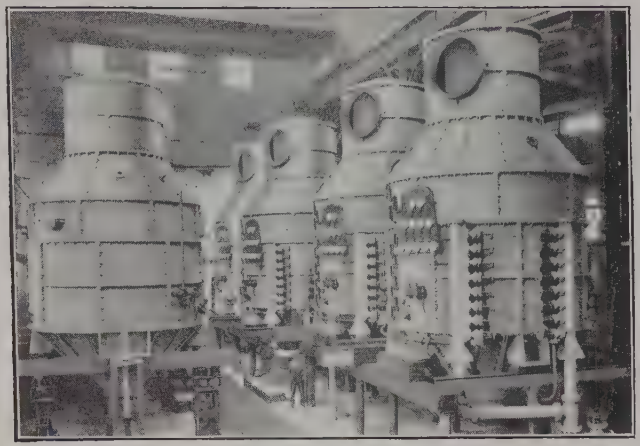
SUGAR MAKING MACHINERY

INCLUDING

CRUSHERS, MILLS,

Multiple Effect Evaporators, Vacuum Pans, etc.

COMPLETE FACTORIES SUPPLIED



SIX VACUUM PANS (ONE IN BACKGROUND) EACH 13FT. 6IN. DIA. COMPLETELY ERECTED IN OUR SHOPS.

Fawcett, Preston and Co., Ltd.

ENGINEERS,

LIVERPOOL, ENGLAND.

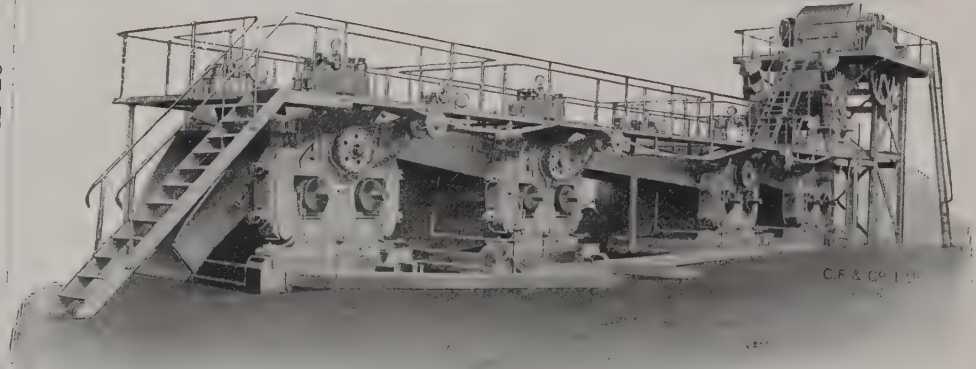
Telegraphic Address—**FAWCETT, LIVERPOOL**

CODES: ABC (4th and 5th EDITIONS), WESTERN UNION ("5-LETTER" AND "UNIVERSAL" EDITIONS), BENTLEYS, AND A.I.

AXX

MAKERS OF SUGAR MACHINERY of every description.

OF EXISTING FACTORIES.



SPECIALISTS in the REMODELLING

14 ROLL 30IN. X 60IN. MILLING PLANT RECENTLY ERECTED IN JAMAICA.

GEORGE FLETCHER & CO., LTD.

DERBY ENGLAND.

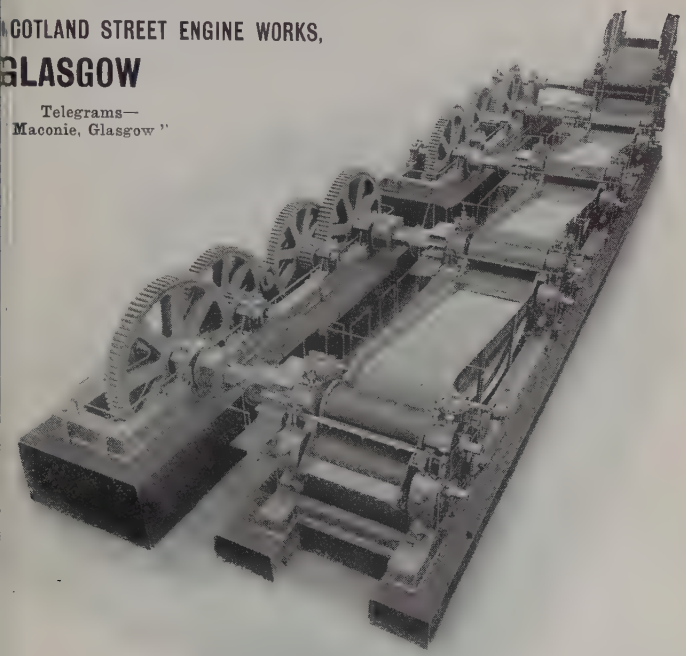
HARVEY ENGINEERING CO., LTD.

Sugar Machinery Specialists,

COTLAND STREET ENGINE WORKS,

LASGOW

Telegrams—
Maconie, Glasgow"



14-Roller Cane Crushing Plant (Rollers 34ins. x 78ins.)

Improved Multiple Crushing Plants and Crushers.
Harvey's Triple and Quadruple Effet Evaporators.
Vacuum Pans and Pumping Engines — Wet or Dry System.
Open and Closed Crystallizers.
Weston's Improved Belt, Electric, and Water driven Centrifugal Machines.
Steam Boilers of all kinds.

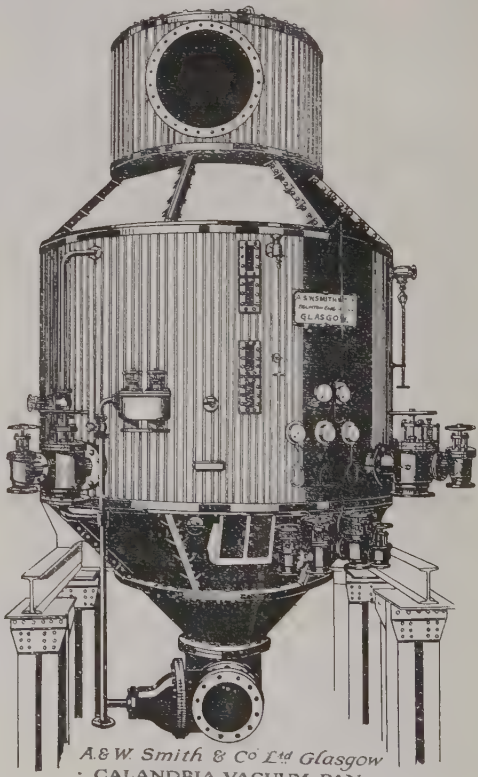
COMPLETE SUGAR FACTORIES AND REFINERIES.

LONDON OFFICE: 27, MINCING LANE, E.C.

A. & W. SMITH & CO., LTD.

Eglinton Engine Works, Glasgow.

Specialists in Cane Sugar Machinery



A. & W. Smith & Co. Ltd. Glasgow
CALANDRIA VACUUM PAN

Telegraphic Address:
"ENGINE, GLASGOW."

Codes used:
A B C 5th and 6th Editions.
Lieber's 5 Letter.
Bentley's, Western Union.

HEIDSIECK
AND CO.

REIMS

ESTABLISHED . . . 1785.

By Appointment

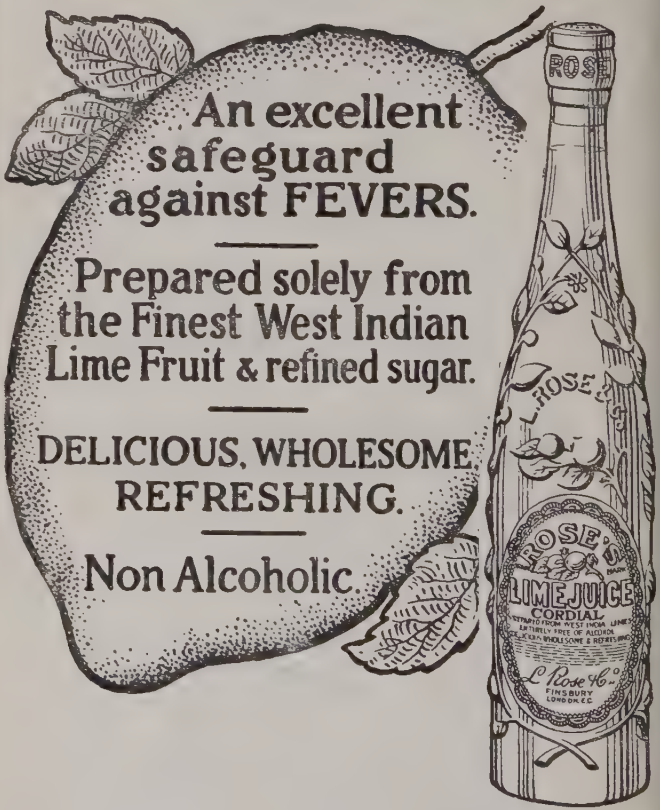
"Dry Monopole" Champagne

Special Representative for South, Central America, and the West Indies:

FREDERICK N. MARTINEZ,

London & Barbados (W. Indies).

ROSE'S
LIME JUICE



R. H. CURRY & CO.

GENERAL AGENTS,

NASSAU ═══ BAHAMAS

Royal Mail S.S. Co.
Munson S.S. Line.
Canadian Government Merchant Marine, Ltd.
Peninsular and Occidental S.S. Co.
Agents for Lloyds.
Life and Fire Insurance.

R. H. CURRY, *Commercial Agent for Dominion of Canada*

CONSUL FOR NORWAY.

BOARD OF UNDERWRITERS OF N.Y.

SOLOMON BROS.

General Agents
and Commission Merchants

Real Estate, Fire Insurance, etc.

Agents

Canadian Pacific Steamship, Ltd.

BAY STREET, NASSAU, BAHAMAS.

Bermuda's

ONLY DAILY PAPER

THE

Royal Gazette & Colonist

Full service of local and foreign news.

Read throughout the Islands.

Freely used by local and foreign advertisers.

Official medium for giving publicity to Government Announcements and Debates of Colonial Parliament.

Published by the BERMUDA PRESS, Ltd.

JOHN J. BUSHELL, M.B.E., *General Manager*

A. M. PURCELL, *Editor.*

"The Nassau Guardian"

ESTABLISHED 1844

NASSAU, BAHAMAS,

Printers :: Publishers :: Booksellers

Guide Books to the Bahamas. Views and Post Cards and all information supplied to tourists and intending settlers.

The TIMES Newspaper

ST. VINCENT. Circulation 1,000.

Class of Readers:

Large Land Owners. Peasant Proprietors. Commercial Men.

Address: P.O. Box 2, KINGSTOWN, St. VINCENT, B.W.I.

"THE SPORTS"

27, KING STREET, KINGSTON,

JAMAICA.

HIGH CLASS

Gents' Outfitters and Tailors

FINE FOOTWEAR

FOR LADIES, GENTS, AND CHILDREN.

A FULL RANGE OF TROPICAL READY-MADE CLOTHING STOCKED.

Tourists' Requisites a Speciality.

G. Street & Co. Ltd.

ADVERTISING AGENTS,

30 CORNHILL, E.C.,
8 SERLE STREET, W.C., London

Incorporated with Leathwaite and Simmons of Birchin Lane, London.

The firm has been established over 90 years and has among its clients some of the most substantial houses in the British Isles.

The Weekly Illustrated Paper Circulation 1,200 per week

Subscription: *Foreign*—1 year, 8/8; 6 months, 4/4; 3 months, 3/3

For Type Set Advts.—7½d. per inch, single col. 1/3 per inch, double col.

Advertising Rates for STEREOS } 5d. per inch, single column (13 ems wide). 10d. per inch, double column (26 ems wide).

Proprietor—C. H. KINCH, P.O. Box, 28, Bridgetown, BARBADOS.

THE WEST INDIA COMMITTEE

(Incorporated by Royal Charter).

President:
THE EARL OF HAREWOOD, G.C.V.O.
Chairman:
R. RUTHERFORD.

Established prior to the year 1750; this is the oldest body representative of any colony or group of colonies.

It is an Association of British subjects whose object is, by united action, to promote the interests of the agricultural and manufacturing industries and trade of the entire British West Indies, British Guiana, and British Honduras.

Particulars regarding membership can be obtained from the Secretary.

Service Bureau.

The West India Committee conducts a Service Bureau which aims at answering all enquiries regarding the British West Indies, British Guiana, and British Honduras, and the means of reaching those colonies.

Map of the West Indies.

This West India Committee Publication is the most informative West Indian Map in existence, showing as it does Trade Routes, Cables, Census Figures, etc., etc.

Scale 1: 3,500,000 or 55 miles to the inch.

	Price	Post Free U.K.	Post Free W. Indies.	Post Free elsewhere
Sheet	**7/5**	**8/6**	**9.6**	**10/6**
Mounted and folded	**15**/-	**15/6**	**15/6**	**15/6**
Mounted on rollers	**12/6**	**14**/-	**19/-**	*

* Canada, **22**/-; U.S.A., **25**/-

The West India Committee

14, Trinity Square, LONDON, E.C.

Recent Publications

Islands Far Away. Fijian Pictures with Pen and Brush. By AGNES GARDNER KING. With an introduction by Sir EVERARD IM THURN, K.C.M.G., K.B.E., C.B., Governor of Fiji and High Commissioner of the Western Pacific, 1904-1910. Illustrated with 80 reproductions of drawings by the author, and two maps. Second edition, revised. Price, **18/-**

The Mystery of Easter Island. The Story of an Expedition. By Mrs. SCORESBY ROUTLEDGE, M.A. With 11 maps and plans, 119 plates (8 panoramic views and 2 in photogravure) and 17 line drawings. Price **31/6**

The Summer Isles of Eden. By FRANK BURNETT. With 77 illustrations, reproduced from photographs. Treats of Fiji, Tonga, Samoa, Sumatra, Malaya, Sarawak, and Borneo. Price **21/-**

Stewart's Handbook of the Pacific Islands. By PERCY S. ALLEN. A reliable Guide to all the inhabited Islands of the Pacific Ocean, for Traders, Tourists, and Settlers. Published annually. Price **6/6**

The Geography of Imperial Defence. By VAUGHAN CORNISH, D.Sc. With four maps. Price **6/6.**

LONDON:

Sifton, Praed & Co., Ltd.

The Map House, 67, St. James's St., S.W.

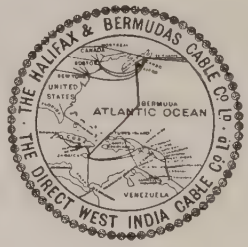
West Indian Cable Service

RAPID — RELIABLE — ACCURATE

"*VIA* BERMUDA."

Halifax, N.S.—
108, Granville Street

Bermuda—
6, Front Street, Hamilton



Turks & Caicos Islands
Grand Turk.

Jamaica –
8, Port Royal St.
Kingston.

HEAD OFFICE :

33, Old Broad Street,
LONDON, E.C. 2.

TELEPHONE: CENTRAL 2914

Telegrams should always be addressed in the following manner :—

"JONES, LONDON, VIA BERMUDA." "SMITH, JAMAICA, VIA BERMUDA." "ROBINSON, BARBADOS, VIA BERMUDA."

"Via Bermuda" is not charged for.

Plain language, Deferred Messages at Half Rates.

Social and **Business Codes** are available at all the Companies' Stations free of charge.

Wireless Station at KINGSTON, JAMAICA.